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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and improve the character of the service rendered to the public.

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TO DEVELOP CANADIAN IRON ORE.

Powell & Mitchell, of Marquette, Mich., have the contract for developing a seemingly inexhaustible deposit of iron ore for the Lake Superior Power Co. in the Michipicoten district in Canada, just across Lake Wa Wa, from the scene of the recent gold excitement, says the Sentinel, of L'Anse, Mich. A vessel load of machinery was recently shipped from Marquette to the new field, and Capt. Henry McDermott, of Iron Mountain, has been engaged to superintend the erection of the same and the development work in general.

It is claimed that this is the greatest deposit of hematite and limonite yet discovered. The site of the mine is fully fifty miles from the Canadian Pacific road and is reached by going by steamer from the "Soo" to Michipicoten bay, where an ore dock has been built, and thence twelve miles by railroad up to the mine.

In getting the road in, a cut of thirty feet deep had to be put in through solid iron ore, and there is a face above the railroad of fully ninety feet and of still more above the water on Lake Wa Wa, the deposit being entirely free from overburden for a width of 300 feet, with an additional 50 feet from which there will have to be some stripping. The big deposit has been traced 680 feet on the power company's land, and is known to extend much below the level of the lake water, although Powell & Mitchell's contract only calls for the removal of the ore above the water level.

The dock, as it will be used this season, is a temporary affair about 600 feet long, but the permanent structure will be 800 feet long and 96 feet wide, while some wonderful changes from the usual forms of ore dock architecture will be forced by the smallness of the bay, which will make it necessary to load from one side of the dock only.

The mine is located in a small basin, with Lake Wa Wa on one side, and hills rising on the other three sides to a height of fully 500 feet. Right adjoining the big find, Pickands, Mather & Co., of Cleveland, have been busy with a drill for the larger part of the past winter examing the property with a view to purchase. Most of the ore will go to Canadian furnaces, although with such a breast of it to be thrown down by the blasts it could be sold at a profit even when paying the duty necessary in order to find a market in the United States. The ledge is solid enough so that there will be very little trouble in drilling, and the ore before going to the docks, as is the custom nowadays with all hard ores, will be run through No. 8 Gates crushers.

DR. H. THURTELL will be appointed Government physican to look after all sick and injured sailors at Manitowoc.

MEAN LEVEL OF LAKE SUPERIOR.

The mean level of Lake Superior in May, by the United States guage at Marquette, was 0.55 foot above low water datum. According to Mr. J. H. Darling, office of the Corps of Engineers, U. S. A., Duluth, this is 0.17 higher than for the preceding month, but the rise is 0.13 short of the normal or average rise, which is 0.30 from April to May, and this is owing to the slight rainfall so far this spring.

Through the courtesy of forecast officer Richardson, Weather Bureau office, Duluth, it is learned that the rainfall last month was only 0.62 inches, which is 3.06 inches less than the normal for May, and that last month was the dryest May for 30 years. The next dryest May was in 1871, when the rainfall was 1.4 inches, and even that was more than twice what it was last month. From Jan. 1, this year, to the present time, the total deficiency in rainfall as compared with the normal is just 7 inches. The figures for rainfall at other stations on this lake are not at hand, but probably would not differ very materially from those for Duluth, as given by J. H. Darling.

The stage of water for last month was 0.17 foot lower than in May 1899 a year ago, which was a high water year, but is still 0.33 higher than the average May stage for the 26 years from 1872 to 1897, and for this fact credit should be given to last year's abundant supply which has not yet entirely run off.

PUZZLED THE FIRST CIRCUMNAVIGATOR.

A mystery with which every sailor is familiar is the formation of dust at sea. Those who are familiar with sailing ships know that, no matter how carefully the decks may be washed down in the morning and how little work of any kind may be done during the day, nevertheless, if the decks are not swept at nightfall, an enormous quantity of dust will be collected, and this fact puzzled Capt. Cook, the first circumnavigator of the world.

To quote an instance there is mentioned the case of the American ship Ezra B. Slocum, a vessel of 1,200 tons register, which sailed from New York for San Francisco on January 9, 1851. The captain was a man of scientific tastes and he set himself to make some observations on the mystery of sea dust. Beyond the wear and tear of the sails and rigging there was absolutely no perceptible cause for the formation of dust on board the Ezra B. Slocum. Nevertheless, the captain's log book showed that in the course of a voyage of ninety-seven days around the cape no fewer than twenty-four and a half barrels of fine dust were swept from the decks of the vessel.

Naturally it has been asserted that the dust which falls on the decks of vessels comes from the interstellar spaces. This sounds both scientific and plausible, but it is at variance with certain known facts. Bits of leather, of wood and of vegetable fiber are always present in sea dust, and in some cases there can also be detected the presence of minute quantities of tobacco. Are we then to believe that tobacco, leather and wood exist in the interstellar spaces? Of the fact of the steady and constant deposition of dust on the decks of vessels while at sea, there is no possible room for doubt, but so far all attempts to solve the mystery of its origin have failed.

AMONG the papers given at the meeting of the American Society of Mechanical Engineers held at Cincinnati May 17-19 was one entitled "A Test of a Fifteen Million High Duty Pumping Engine at Grand Rapids, Mich." The test was made and the paper prepared by Professors Mortimer E. Cooley and J. R. Allen of the department of mechanical engineering of the University of Michigan, and Professor F. C. Wagner of the Rose Polytechnic Institute, Terre Haute, Ind.

POPULAR ASTRONOMICAL NOTES—THE HEAVENS IN JUNE.

Clouds and storms shut out every vestige of the long-expected and anxiously awaited eclipse on the morning of the 28th of May. Of course, the disappointment was great.

Mercury will be the evening star during the month, but owing to the strong twilight he will not be easily seen. Venus attained her maximum brilliancy June 1st, and from that time her light will fade quite rapidly as she nightly lessens her angular distance from the sun. She will continue to approach the earth, but she is constantly turning her cold dark face upon us and hiding her bright face from us as her waning crescent testifies. This is the last month that she will adorn our evening sky with her presence for a long time to come. She presents a very beautiful picture in the field of the telescope, and the writer would gladly give all who read these lines an opportunity to enjoy that picture. Mars is in Aries and may be recognized by his friends in the early morning. It is fortunate that when Venus, that has so long been the queen of beauty in our evening sky, is about to leave us, that Jupiter, the giant of the solar system, is becoming couspicuous in the eastern evening sky; he will be accessible with the telescope and is always an object of interest. Saturn in Sagittarius is also coming into view but the ringed planet is still too near the horizon in the evening for best results with the telescope.

Capella may still be seen toward the northwest in the early evening and Castor and Pollux of the Gemini are still visible in the strong twilight. Arcturus in Bootes is too nearly overhead to be really enjoyable, but it will be worth making some effort, occasionally at least, to bring it within the field of our vision. Spica in Virgo is also near the meridian, but its declination is such that it is more easily observable. Vega in Lyra and Epsilon Lyra, the famous double double, are also approaching our meridian, but they are still available for telescopic observation early in the evening. The Milky Way, or Via Laetea, is again coming into prominence in the eastern evening sky, but the glare of the electric lights of this city robs it of most of its peculiar beauty, as it does to some extent, most of the other constellations. To see the starlit heavens in their full beauty, one must go into the country or on the lakes. Cygnus, whose outline is a large cross, extends along the Milky Way, having Deneb, its brightest star, at the northern extremity of the standard, and Beta Cygni, a beautiful double star, at the foot of the cross.

Altair in Aquila is now visible in the east in the early evening, and may be easily recognized as it is midway between two third magnitude stars. Antares in Scorpio is now quite prominent toward the southeast early in the evening, though its proximity to the brilliant Jupiter causes it to appear at a disadvantage.

The sun will attain his greatest northern declination, 23° 27′ 3″, June 21, and that date is popularly supposed to mark the longest day, but that distinction belongs to the 22d this year by a difference of one minute. On the last day of the month the sun will rise at the same time that it did on the first day—two minutes later than it did the greater part of the month. June is the month of the early rising sun.

On June 12 will occur a partial eclipse of the moon so small that it is called an appulse, as only one-thousandth part of the moon's surface will be obscured. This is the first of a series of partial eclipses recurring every eighteen years, each eclipse being greater than the preceding one till after thirteen returns, or 234 years, it will become total and continue total for twenty-three returns, or 414 years. Then will follow a series of partial eclipses, each becoming less than the preceding, till finally the moon will escape the earth's shadow entirely. D. SATTERTHWAITE, Toledo, O.

CHICAGO.

Special Correspondence to the Marine Record.

Grain freights advanced, on Monday, to 1½ cents on corn to Buffalo.

The steamer Baltimore is the latest craft to swing athwart the current and block traffic on the river, she was hung up at Main street, Thursday night, and not released until the next day.

The sale of tug Torrent by the Saginaw Bay Towing Co., to George D. Nau of Green Bay has been recorded. The tug is to take the place of the tug George D. Nau, sold to the Maythams this season. The Torrent was sold for $4,500.

The Barry Bros., and Joseph Lamoreaux filed their answer at Chicago Tuesday in the suit brought by the Great Lakes Towing Co., denying that they are starting up a new tug company in opposition to the trust, known as the Great Lakes Towing Co.

The steamer A. McVittie struck a projecting timber when going through South Halsted street bridge on Tuesday. It caught in the after gangway, tearing out several stanchions and outside planking. The break is all above the water line and the cargo is not damaged.

The new steamyacht Gloriana built for A. W. Goodrich, president of the Goodrich Line of steamers has just been completed. Her fore and aft compound engine is nickel plated aud she has a tubulous boiler. She will be kept at Harbor Springs where Mr. Goodrich has his summer residence.

The Sault Ste. Marie News says the steamer Marina and schooner Marcia were too tight a fit for the Weitzel lock, and when the water raised the rail of the Marina caught the top layer of stones of the north wall and tore them up for about twenty-five feet. The stones were cut away and replaced with concrete.

The Lake Carriers' Association, of which nearly all the vessel owners of the lakes are members, has filed with the Chicago drainage board, through Capt. John G. Keith, an official notification that claims for damages "because of the premature opening of the drainage canal" are accumulating, and asking the board to designate some proper person connected with the board who shall receive these claims for official consideration.

After three conferences were held at Milwaukee on Saturday between the striking union sailors and the owners of the lumber schooners, the men won their point, and will be paid $2 per day, which is 25 cents more than the vesselmen wished to give and the same amount more than the members of the Chicago union are paid. Monday morning thirty-five schooners, which were held for upwards of a month, all set sail. The fight was waged stubbornly by both sides, but the men never abated a single point from the outset.

Plans for the widening of Chicago river to 200 feet and dredging to a depth of 30 feet have been practically agreed upon by the drainage trustees. On Wednesday the board will convene and pass the necessary ordinances to acquire possession of the property needed. The cost of the land passed upon is estimated at $2,000,000. To acquire the land necessary for the improvement of the river from the lake to Twelvth street will necessitate a further expenditure of approximately $8,000,000, making a total cost of $10,000,000.

The shafts and boiler are being removed from the hull of the old steamer Muskegon at Manitowoc. The hull is to be towed upon the beach and allowed to go to destruction. The old side-wheeler was built for the Goodrich Line in 1871. In 1897 she fell through herself, through being improperly blocked in dry dock at Milwaukee. The dock company paid the damage and the Muskegon has done nothing since. She was quite a boat in her day on the west shore route, and has been in charge of Capts. Gallagher, Dorsey, Stein, Munger and Carus.

The steel schooner barge Bryn Mawr building at the Calumet shipyards of the American Ship Building Co., for the Pittsburg Steamship Co., the Carnegie fleet, will be launched next Tuesday afternoon at 3 o'clock. The vessel will cost $245,000, and measures 400 feet in length, 50 feet beam, and 27 feet depth of hold. She will carry 7,500 gross tons on a draft of 18 feet and will go into the iron ore trade. The Cornell, a steamer of the same fleet, will be launched July 1. This craft measures 454 feet in length, 50 feet beam, and 29½ feet depth.

Vesselmen at Chicago and South Chicago are signing a petition addressed to Major Willard, government engineer, calling attention to what is termed the obstruction of the navigable waters of the United States at South Chicago. The petition says: "Whether it is lawful or not is perhaps not for the undersigned to say, but our opinion is that a great outrage is being committed. Just north of the Illinois Steel Co's. private harbor at South Chicago several train loads of cinders are dumped daily. Within ten days past this dump has grown to mammoth dimensions, and it is rapidly growing larger yet. The strip is already about a mile long, and reaches fully a quarter of a mile out into the navigable waters of the United States. The cinders come from the Illinois Steel Co.'s steel work but as to who the parties are who order then dumped into the water we are not informed."

The Chicago Pneumatic Tool Co. reports increasing business in the foreign field. President J. W. Duntley, of that company, cables from Europe reporting fresh orders for 1,000 tools. The company has also just made shipment of a complete compressed air plant for the Kawasaki Dock Yards, Japan. This shipment includes a large electrically driven air compressor, pneumatic hammers, drills, shell riveters, etc. Commenting on the order which this company received to supply the Russian navy yards with pneumatic tools, the Implement and Machinery Review, a foreign paper says: "British machine tool makers will be disposed to inquire why it is that the Chicago Pneumatic Tool Co. has secured an order for 1,000 pneumatic tools for the Russian navy yards, said to represent a value of about £60,000." The Chicago Pneumatic Tool Co. replies that the Implement and Machinery Review does not seem to be aware of the fact that 98 per cent. of all the pneumatic tools used in Europe are the product of the Chicago Pneumatic Tool Co.'s factories, although they may be sold by large foreign houses, who handle these tools.

CLEVELAND.

Special Correspondence to The Marine Record.

Capt. Maytham, of the firm of Drake & Maytham, of Buffalo, visited this port on Monday.

The steamer Harvard is to be delivered to her owners, the Pittsburg Steamship Co., about June 25.

Lorain received more cargoes of iron ore during May than ever had been discharged at that port in any one month in its previous history.

Some Japanese civil engineers were here this week inspecting the new addition to the east breakwater and other harbor improvements.

It is reported that the Maytham Towing and Wrecking Co. will send three tugs here to work with the Independent Tug Co. in competition with the Great Lakes Towing Co.

The Maxwell A. of the Maytham Towing and Wrecking Co., has been stationed at Ashtabula this week and two others are slated to go there to compete with the tugs of the (syndicate) Great Lakes Towing Co.

It is reported that some Chicago vessel brokers charter free, when given the option to insure the cargoes that they procure for vessels. Milwaukee repudiates such deals and Chicago brokers deny that it is customary there.

The steamer City of Mackinaw will make a couple of trips between here and Detroit in place of the City of Detroit. A large party will go up on her Friday night for the Dewey celebration Saturday. A special rate has been made.

Mr. A. M. Carpenter, general manager of the Jenks Ship Ship Building Co., of Port Huron, was in the city yesterday. It is expected that the steel steamer Capt. Thomas Wilson will be launched from the Port Huron yards in August.

The Detroit & Cleveland Navigation Co. announces that on account of the visit of Admiral Dewey to Detroit on Saturday an excursion will be run from here to that city on Friday night. Arrangements have been made to carry a large party.

The D. & C. side-wheel steamer City of the Straits, Capt. McLachlan, will be down next Sunday and will inaugurate the daily service to Put-in-Bay, and the daily double service to Toledo. It is also the intention to run the first moonlight excursion next Monday.

A meeting of the Lake Carriers' Association will be held at the office of Capt. James Corrigan, Friday morning, to make final arrangements to take the members of the Senate committee on commerce and the river and harbor committee of the House up the lakes.

Col. Jared A. Smith, Corps of Engineers, U. S. A., in charge of the improvement and conservancy of rivers and harbors within this district, is now making preliminary surveys at the harbors of Ashtabula, Fairport and Conneaut, with a view to having the bars removed at the mouth of those harbors as soon as ever funds are available for that purpose.

Keels for the two Canadian canal sized steamers are to be laid at the Lorain yards of the American Ship Building Co., on the ground made vacant by the launching of the steamer Lafayette. These boats will be capable of carrying 75,000 bushels of wheat. They can also be used in ocean traffic. Two barges of the same size are to be built at West Superior. The steamers will have triple expansion engines and Babcock & Wilcox boilers.

The steamer Urania, of the Lake Erie Navigation Co., Bartlett & Tinker, River street, general freight and passenger agents, will make seven trips a week across the lake this season, four of them being to Rondeau in the day and three of them will be night trips to Port Stanley. This is the line that is to give Cleveland the direct connection with the Canadian Pacific Railroad, practically allowing that road an entrance into this city. As an excursion or tourists route this line is unsurpassed, while every courtesy and attention is offered the traveling public.

On Monday morning, while the fog was heavy over the shore line, the steamer Clarion tried to make port towing the Schuylkill. The Schuylkill was coming here for a new wheel, and the Clarion to discharge a cargo. The master of the Clarion missed the mouth of the river, and instead ran on the beach near the Otis Steel Works. She was not too hard aground to prevent her getting afloat again without requiring the assistance of a tug.

BUFFALO.

Special Correspondence to The Marine Record.

The strike at the Union Dry Dock Co. has at last been settled. The men were out seventeen weeks.

The North West and North Land, of the Northern Steamship Co. will begin passenger trips between Buffalo and Duluth about June 18.

Coal shipment last week were heavier to Duluth than Chicago, and this has been so for the season. Large tonnage don't want to tackle the swift current in Chicago creek. It has been hinted that if the coal supply diminished, a lower freight rate will be looked for. The general opinion is that present rates are firm and will be paid in any case.

The annual election of the grain shovelers's union at Buffalo was held last Friday, in St. Bridget's annex, and when the ballots were counted it was found that P. J. McMahon had been elected president. John M. Hennessy contested the office, though it was claimed by the present officers at the caucus held a week ago that he was not regularly nominated.

Wreckers who claimed they were employed by Smith, Davis & Co., insurers of the coal cargo of the sunken schooner Howland, removed 150 tons of coal on Wednesday. The owners of the Howland objected to the removal of the cargo until the boat had been raised. The work of raising the schooner will be begun as soon as the wrecking outfit arrives.

H. McMorran, of Port Huron, has the contract for raising the schooner Thomas L. Howland, sunk off Windmill Point. He expects to commence operations this week. The plan is to raise the bridge with pontoons and bring her into the harbor to have her repaired and drydocked, if necessary. Her cargo of coal will not be removed before raising. The wrecking bill will be about $5,000.

Capt. Dugald Buie, mate of the Lackawanna liner Scranton, fell into the hold of that vessel on Lake Erie last Wednesday, and suffered a sprain of the back and other injuries. He is now in the hospital here. Capt. Buie is an old master of steam vessels. For many years he was connected with the Western Transit line, giving up his position as commander of the steamer Boston, of that line three years ago.

Freights paid on coal for the week were quoted at 80 cents Waukegan and Racine; 75 cents, Chicago; Milwaukee, Manitowoc, Green Bay, 70; Lake Linden, 55 cents; Duluth, 50 cents and Port Huron, 40 cents and other minor ports at comparative rates. Hard coal shipments from Oswego to Chicago is at $1.10, the same as all season. The rates here always rule the Oswego market, but only about 24,000 net tons has been shipped through the Welland canal.

A "mind your own business tone" marks the competition between the tug trust and the independent lines headed by Capt. Maytham. At almost every port along the lakes both syndicates have strong boats, and the keenest rivalry is shown when it comes to racing for a tow. However, this spirit is shown only by the tug captains and port managers, The heads of the big companies are showing no disposition as yet to open active warfare. Maytham is constantly adding to his fleet, and at many ports he now has as fine and as many boats as the trust. At other cities where he is still inferior he is taking measures to get on an even basis.

There is no need of taking a pessimistic view of the lake carrying trade. Last year coal freights started at 30 cents and did not raise to 70 cents until August 12th. Grain is as good this year as last, and ore is better. Lumber is the only article that is out of the market. Although the running expenses of boats are 15 per cent. higher, yet the rates are up to the raise. Last year the trade did not begin to boom until July and August. This year the rush came at the start and held fairly good until a couple of weeks ago. There are so few boats free to charter this season on account of the contract to carry ore, that rates are not likely to go any lower, but more likely to recover and increase by the middle of the season, especially in view of the present Rockefeller tactics in taking tonnage off the market.

The Knapp roller boat has been the subject of much speculation ever since its construction a couple of years ago. At that time an Ottawa capitalist was backing the undertaking but the first trial did not prove much of a success and it looked very much as if the man of money would lose the thirty odd thousand dollars he had invested. Since then, however, Mr. Knapp, Canadian inventor, has been busily engaged perfecting the boat; not from the first did he lose faith in its practical utility as a means of overcoming many of the disadvantages of the present day navigation. All last winter Mr. Knapp spent a great deal of his time in furthering the interests of his enterprise. That he has succeeded to some extent is apparent from the fact that a new test is to be had of the boat at Prescott before a number of Montreal capitalists who have expressed interest in the craft. Recently the boat has undergone extensive alterations in Prescott, Ont., and everything is now ready for the contemplated trial.

DULUTH—SUPERIOR.

Special Correspondence to The Marine Record.

The grain rate is now 2½ cents, going rate on iron ore $1, and lumber $2.50 per M feet.

There is a brisk trade springing up along the north shore, both in freight and passenger traffic, large logging camps, settlements, etc., dot the shore line down to Isle Royale, and a couple of good, handy little steamers ought to find a paying route.

Representatives of consignees at lower lake ports were here this week, doing their best to get the lumber shovers to agree to work at 50 cents per hour as last season. The rate started at 60 cents and it is not thought likely that the men will go back to the old figure, the question is to be dealt with by the union officials.

It is recommended that until work on the Duluth-Superior ship canal is finished most of the large out-going steamers should take tugs as a safeguard. This, of course, according to the condition of the weather. The Queen City had a narrow escape last week from doing heavy damage, and required the assistance of tugs to straigten her up at the north pier.

A fleet of at least twenty "whalebacks" will be laid up here until ore freights improve and the going rate equals the figure paid on season charters. This is a Carnegie-Rockefeller transaction, and means that the Bessemer line want $1.25 on the 1½ million tons of ore which it has contracted to carry this season for Carnegie instead of the $1 rate now quoted.

The yards of the Superior Ship Building Company will be kept quite busy during the year. The principal work at present is the building of three Welland canal sized boats that this company has contracts for at the present time. And it is stated that there will be other contracts assigned to the local yards of the American Ship Building Co. before the year is over.

The shipments of iron ore from the head of the Lakes, Duluth, Two Harbors and Superior, for the season to June 1 have been 1,604,573 tons as compared with 900,851 tons to the same date last year. The first six weeks of the shipping season show an increase of more than 700,000 tons. It now seems quite certain that from this time on to the latest close of navigation there will be more ore shipped than ever before in the history of the head of the lakes.

General manager Hulst, of the Oliver Iron Mining Co., Duluth, Minn., states that his company is employing 4,500 men in mining ore for Carnegie furnaces. The mines of the company will yield more than 6,000,000 tons this year, of which the Carnegie Steel Co. takes five-sixths and the National Steel Co. the remainder. The Carnegie Steel Co. has a vessel line that will be able to carry 2,000,000 tons in a season, and has a contract with John D. Rockefeller that takes care of 1,500,000 tons more. The rest is carried under charters.

It was thought that the great Canadian shortage of 425,000,000 feet of lumber caused by the Ottawa-Hull fires would furnish a market for a good deal of the American product that otherwise would have to be held pending a resumption of buying in the east, but this is shut off by reports from Northern Wisconsin and Minnesota that droughts are hanging up 150,000,000 feet tributary to Duluth, and that forest fires are destroying a large amount elsewhere. Even in the Georgian Bay district 50,000,000 feet of logs are held up owing to low water in the streams.

Rockefeller's fleet of ore carriers grow daily. On Tuesday the steamers Fairbairn and Eads and the barge Corliss, all big craft of the largest class, were tied up. This is in addition to the twenty whalebacks. The boats are being held for lake freights to advance on iron ore to $1.25 per ton, and then they will all load at that figure. It is said that it will not be necessary to keep them tied up long, but simply a sufficient length of time to allow furnaces to get in full blast again, and then the tonnage may be turned loose with the prospect that all the boats will have all they care to do to move the cargoes that will be offered them.

The apparently enforced resignation of Capt. B. B. Inman from the management of the tug syndicate or Duluth branch of the Great Lakes Towing Co. is no doubt a result of the attempt to make larger tow barges employ two tugs to handle them. In any case he has been superseded and will now turn his attention to business on his own account. It is said that the breach with Capt. Davidson has been covered and that the Union Towing Co. will again do all his work, and that it will be done as he wants it, not as the tug men dictate. Under certain conditions, several tugs would be required for work that one could do under ordinary circumstances and the majority of the tug men quite understand this. The two tug rule was only the notion of a small minority who must have had a touch of the swelled head at the time they made it.

There is sort of a triangular mix up on lumber rates o freight between shippers, consignees and vessels. Lumber dealers won't reduce prices, consignees won't pay going freight rates and owners of tonnage can't see their way clear to carry and handle lumber at less than $2.50 per M. feet while strongly holding for $2.75. Some of the shippers expect the rate to slump away to $1.75, while brokers and vessel owners rather look to see the rates advance to $2.75. Some indifferent or low classed bottoms loaded at $2.25 for Lake Erie. Whichever way it is going to figure out, dock space is getting closed up and the season is passing. With an Eastern demand for lumber there would be no hesitation in consignees paying the 25 cents per M feet over the present rate and then plenty of tonnage could be secured, on the other hand, as the season advances freight rates certainly will, and there may be quite a rush to get lumber East before the closing weeks of the season.

Judge Lochren at Minneapolis has filed a decree in the libel suit of Cody & Addis against the tug E. T. Carrington, and the case is dismissed. The libelants brought suit to recover about $8,000 from the Carrington, the alleged value of a quantity of stores they were shipping to their lumber camps at a Lake Superior point, but which were lost en route. The tug was towing a scow in which the goods were carried, but before arriving at its destination a storm arose which resulted in the breaking of the towline and the loss of both scow and supplies. The company charged the managers and officers of the Carrington with being responsible for the accident by not exercising proper care. The case of the Union Towing & Wrecking Co. vs. Cody & Addis growing out of the same accident for the value of the scow, Bill Beeman, belonging to the libelants was continued by stipulation. In the case of the Marine Insurance Co. vs. the steamer Arabian, in which the respondent moved for a retrial, the motion was granted.

DETROIT.

Special Correspondence to The Marine Record.

Ashley & Dustin will carry the United States mail from Detroit to Put-in-Bay on the steamer Frank E. Kirby.

The steamer Unique, built for the Detroit-Port Huron route is advertised for sale under mortgage foreclosure at St. Clair, Mich., June 12. The sale includes fittings, furniture and all the boat's belongings.

An order for upwards of 300 steel tapes was recently received from England by the Lufkin Rule Co., of Saginaw, Mich. As illustrative of the turn which affairs are taking in industrial lines it may be mentioned that but a few years ago all the steel tapes used in this country were imported from England.

Within a few days the counter-libel on the steamer Siemens, as a result of the North Star-Siemens collision at the "Soo" last season, will be filed in the United States court. The Northern Steamship Co. will not file a cross-bill to the one filed by the Bessemer Steamship Co. at Utica, N. Y., but will file a new one at Detroit.

Horace W. Avery, formerly vice president of the Detroit, Belle Isle & Windsor Ferry Co., is now in Madison, Wis., for the benefit of his health. Early in the winter a general break-down of his constitution compelled Mr. Avery to give up business and with his family he went to Madison, where he believed the climate would help him.

The marine edition of the Postal News contains several excellent illustrations, also an account of the marine postal service and all the regulations and information that captains and others using the marine post office need to know. A feature of the issue is its short stories. One, "Some Fish," recounts how carrier John Hammes rescued a cat that fell overboard from the Montana.

David Ward, pioneer capitalist, lumberman, and owner of a fortune of upward of $25,000,000, died on May 29, at his home, in Pontiac, Mich. He had been ill for several months with brain trouble and general breaking down. Mr. Ward was identified since 1850 with leading lumber enterprises, and, with the exception perhaps of Frederick Wegerhouser, was the largest holder of white pine stumpage in America.

Capt. Ferguson of the steamer Coffinberry, in speaking of the fog whistle on Thunder Bay Island, says the government should see that the necessary means are furnished to keep the engines well supplied with water, as with the present method, in spite of all the keepers can do, the whistle often ceases altogether, or is so faint that it sounds far off to boats near shore, making the masters think they are much farther out in the lake than they really are.

Capt. James Davidson enters a denial to the report that he had sold out all his stock in the Great Lakes Towing Co., he says he has now no friction with the officials of the towing company and that he is still a member of the executive board. He has refused all offers for his stock in the company and will continue to hold it. "All ships controlled by me," Capt. Davidson concludes, "are using the tugs of the Great Lakes Towing Co., at all lake ports, including Duluth."

Attorneys Shaw & Cady have been retained by the Northern Steamship Co. in the matter of the collision of the steamers Northern King and Black Rock, which occurred a week ago Sunday at the head of Belle Isle. The Northern King was damaged about the bows to the extent of $4,000, but the Black Rock got off unscathed. The crew of the King gave their testimony at Duluth a few days ago, and the testimony has just been received by the Detroit attorneys.

With minor amendments, none of which affected the lake marine interests, the river and harbor emergency bill was passed by both houses, on Tuesday, after having been in conference during most of the day. Under the provisions of the bill, extensive improvements in St. Clair flats canal and at the "Soo" are provided for. It was found impossible to pass the "Soo" power canal bill at this session. This fact, however, will not prevent work being continued on the canal.

The tug Genevieve, owned by Hingston & Woods, working with dredge No. 10 on Portage Lake ship canal, was discovered to be on fire last Thursday by the watchman of dredge No. 10, who blew a distress signal which was responded to by the ship canal life-saving crew, who did excellent work in cutting away the bulkheads so as to get the hose to work on the fire from the tug Meldrum. The fire was soon extinguished. The damage to the tug will be several hundred dollars.

The handsome new passenger steamer Pittsburg, building for the Windsor-Detroit-Soo line, at Collingwood, Ont., will be ready for business in about two weeks. She is built of wood, strengthened by 25 tons of steel strapping, and will be one of the staunchest Canadian passenger steamers on the lakes. She will make weekly trips, leaving Cleveland every Tuesday, Detroit and Windsor Wednesday, and arriving at the "Soo" on Friday mornings. The Pittsburg will be in command of Capt. Wm. Bemrose, for some years past mate of the Carmona.

The steamer struck by lightning at St. Clair, Mich., on Thursday last, was the Albert Mitchell, a new craft on the stocks in Langell & Sons' yard and nearly ready for launching. Of the three men killed Campbell and Morrison were in the cabin and Meldar was under the vessel. Five others were injured, but not seriously. Simon Langell saw the bolt strike the foremast. The lightning struck the top of the spar, broke it off twelve feet and then went down through and split the mast. The current then appeared to select the spikes in the deck and followed them down into the lower hold, where it secured an outlet through a copper pipe, which was torn from its fastenings in the plank. Nearly under the seacock sat Medlar on a block of wood. The current left no marks on him, but killed him by the shock. About seventy-five men were under or around the hull, all of whom were more or less shocked. The damage to the steamer is estimated at $300.

Capt. James Reid is going to have another try to get the Cayuga by raising her with inflated rubber bags. The wealthy lumberman, Edmund Hall, has backed Reid already for all the boat is worth if she was now in dry dock. They are working on the old English Lloyd schedule of "no cure, no pay," and, as she has been laying in deep water at the foot of Lake Michigan for several years it is not likely that anything will be made out of the job, even if by any chance she is floated. A number of vesselmen scoff at the idea that the Cayuga will ever be floated, but Capt. Reid advises them to keep their opinions to themselves for a short time longer and then they will have no need of them. When a boat is sunk in tall water it is best for all hands to leave her there, being stranded or in shoal water is a different question altogether. It is well known that Capt. Reid will tackle a forlorn hope anyway and he has done some good work at wrecking, but I am not aware that he has raked in many doubloons on his latest ventures.

About Aug 1, suitable arrangements can be made for the around-the-lakes trip of the Senate committee on commerce and the House committee on harbors and rivers. The party will number about fifty. The first proposition, to gallop over the chain of lakes, in the large exclusively passenger steamers of the Northern Steamship Co., has been reconsidered, and the more rational plan of staying a day or two at each port adopted in its stead. The schedule now entertained is to leave Buffalo in one of the C. & B. Line boats, spend a day or two in Cleveland and come on here by the D. & C. Line, thence to Duluth by the Northern Line of boats. After a day or two at the head of the lakes, the return trip may be made to take in Chicago, which, outside of the general channels, canals, breakwaters, etc., is one of the most pressing and important points for the delegation to visit. It is to be hoped that the drainage commisioners will have the full current turned down the drainage canal when the Congressional committee are inspecting the creek.

FLOTSAM, JETSAM AND LAGAN.

Capt. Peter Tort, an old master, died at Bay City last Saturday.

It is reported that the schooner Thomas H. Howland, sunk near Buffalo, was under charter for six cargoes of pig iron at $1.20 per ton.

Martin Hogan and Henry J. Howard of Chicago have sold the 310-ton schooner O. J. Hale of Detroit to Sydney O., Samuel and Charles S. Neff of Milwaukee for $1,500.

Plans for widening Chicago river to 200 feet and dredging to a depth of 30 feet have been practically agreed upon by the drainage trustees. The cost of the land passed upon is estimated at $2,000,000.

Capt. Thomas Ledden of the steamer Sachem reports that his mate, Thomas B. McBride, met with a probably fatal accident at Duluth by falling from the steamer's rail to the dock. His back was broken by the fall.

Kewaunee is the name of a small freight steamer launched at Kewaunee, Wis. Her keel length is 90 feet, length over all 105 feet, beam 24 feet, hold depth 7 feet. Keeper, Smith & Kuhlman, of Kewaunee own her and will sail her.

It is reported from East Tawas, Mich., that the parties who discovered the wreck of the ore laden sunken schooner Summit on Monday, discovered two more hulls. One of them is loaded with copper ore. The Summit was lost about 30 years ago.

A diver has examined the remains of the old steamer Northerner, which was burned at the dock at L'Anse about eight years ago. Plans had been made to raise the old hull, but it was found to be in a worthless condition and the attempt will doubtless be abandoned.

CORRESPONDENCE.

☞We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

STATUS OF THE U. S. MERCANTILE MARINE.

THE NET TONNAGE OF OUR MERCHANT MARINE, STEAM AND SAIL, AS COMPARED WITH THAT OF OTHER NATIONS.—THE SUBSIDY SCHEME.—THE MILEAGE OF AMERICAN RAILROADS, AS COMPARED WITH THAT OF EUROPE.—THE TONNAGE PASSING A GIVEN POINT.

With considerable interest I have perused the article in the MARINE RECORD, issue of date of May 24, under the caption of "Our Merchant Marine," and have also perused the article therein referred to, on the same subject, published in the Scientific American of date of May 5th, and the arguments adduced why we should appropriate from our National Treasury $2,000,000 per annum, for the special benefit of the builders and owners of the large, fast-going steel ships for the deep sea business between the great continents, thus to especially encourage the rapid transit of a class of freighting that will pay good prices, though but few, in fact, in proportion to the great merchant marine traversing the great oceans. And they will do but a small percentage of the freighting business, and that which they do, or will carry, being mostly high graded, and generally classed as luxuries, and will not attempt to compete in the great carrying business done on the high seas, while at the same time are doing, and seeking to do and control the first-class passenger business, which makes it necessary to fit up that class of ships in the grandest style of architecture and beauty, without regard to cost, leaving but a small proportion or percentage of their space, in proportion to their tonnage measurement, for the purpose of the transportation, if any, of the common grades of the earth's, or mechanical products.

It says that "to-day our deep sea trading is insignificant in comparison with that of other leading maritime nations." It is undoubtedly true that more than one-half of our exports and imports are carried in foreign bottoms, for the reason that we have more foreign trade than several of the foreign maritime nations, for that we are the greatest producing and consuming nation of the world. And for the further reason, that the American exporter and importer does not care in what bottom his goods, merchandise and products are transported, whether it be in American or foreign. He is for "free trade and sailors' rights" when the question of transporting his products is concerned. All he cares for is the cost in dollars and cents per ton that he will be required to pay to get his goods transported from port to port. He don't care a cent under what flag it is carried, so he gets it transported at the lowest possible cost. Of course, time is often one of the questions to be considered, especially when dealing in the higher priced goods, or those that come under the head of luxuries. Yet in the same issue of the Scientific American above referred to, under the caption of "The World's Shipping," on page 288, is a table giving the deep sea tonnage (net) of the leading maritime nations of the world, and I hereby give a portion of those set forth in said tables, viz:

DEEP SEA TONNAGE.

Country	Steam tonnage	Sail tonnage	Total
Great Britain.....	6,759,000	2,662,000	9,421,000
United States.....	673,000	1,292,000	1,965,000
Germany.....	1,167,000	548,000	1,715,000
Norway.....	417,000	997,000	1,414,000
France.....	517,000	309,000	826,000
Russia.....	252,000	473,000	725,000

Thus it will be seen that while the deep sea tonnage of Great Britain is nearly five times as geat as ours, we lead Germany by 250,000, she alone, after Great Britain, outranks us in steam deep sea or sail tonnage. All the others are far below us in both steam and sail deep sea tonnage.

In comparing those tables, with the declarations that the United States is without a merchant marine on the high seas, we must come to the conclusion that there is a mistake somewhere, or that the "insignificance" applies to all other nations rather than to us; therefore, I would suggest that the calamity howler as to the non-existence of the American merchant marine should try something else.

INTERNAL IMPROVEMENTS.

While the American people, after saving the Union, without the loss of a star or the dimming of a stripe on Old Glory, turned their attention to repairing the waste places, and the internal upbuilding to such an extent that we have in the United States, at this time, according to the Investment Guide, just published by Henry Clews & Co., 185,466 miles of railroad fully equipped with rolling stock in operation, while in all Europe there is but 163,216 miles, being 22,250 miles less in mileage than we have. And while Great Britain can boast of having nearly five times the deep sea tonnage that we have, she (Great Britain and Ireland) has but 21,528 miles of railroad, Germany has but 30,073, France 25,838, and Russia 25,164 miles of railroad in operation. And thus the appalling insignificance of all the other great nations, showing that while we have not as much deep sea tonnage as Great Britain, our inland merchant marine is so great that more tonnage in American bottoms and the freight that they carry passes through Lake Huron in any one year than passes any other given point in the world; and they, together with the railroads that traverse the United States, transport to the sea-coast more of the surplus products of the field and the shops and the factories of this country, than does all Europe. All of this was made possible while England, who had no other use for her surplus capital, after lending to us all that she could, was building ships, with cheap labor, and those ships were carrying the surplus products of this country, in competition with all other maritime countries. And yet we have more deep sea tonnage than any other nation except Great Britain. And all this, too, without the aid of subsidy from the National Treasury; all done through the indomitable energy and push of individual and combined enterprise and American genius.

THE SUBSIDY SCHEME.

I further understand from your article above referred to, that this proposed bounty or subsidy of $2,000,000 per annum, is to be allowed upon the gross tonnage measurement (to ships that can make at least a 14-knot rate of speed) while it is a fact that ships are not allowed to carry above the net tonnage as allowed under the enrollment, and yet she may receive the full allowance, so long as she may, as per her manifest, have on board freight tonnage of at least one-half of a full cargo on gross measurement. That is for the special benefit of the fast-going ships in the passenger business, those great liners that seldom ever have a full cargo, and do not do 10 per cent. of the great ocean freighting business, and those great ships that do 90 per cent. of the deep sea business, those ships in which four-fifths of the capital is invested are ignored.

I further understand that there is also a provision in said bill as it passed the House, whereby foreign built vessels may be admitted to American register, and come in for the swag on a fifty per cent. basis, and to do this the act of 1792 must be abrogated. This is, as they tell us, for the benefit of American shipbuilders. It certainly is, with a vengeance. The Act of 1792 was one of the most wise and beneficial laws for the American shipbuilder that was ever passed by the Fathers, or any subsequent Congress, and so far no Congress has dared to repeal it. It was varied recently by a special Act that allowed the City of New York and the City of Paris to be transferred and made American bottoms, so that they could float the American flag, and many regretted that they did so soon after it was done, and the Congress that does repeal the Act of 1792 will go down in infamy, and the President who shall approve the appeal of that Act will wish that he had never been born. The passage of that Act did more to encourage American shipbuilding than any, I might say all subsequent Acts of Congress intended for that purpose.

THE ACT OF 1792.

During President Grant's administration the matter of repealing or modifying the Act of 1792 came up before Congress and was favored by some who wished, as they said, to buy foreign-built ships because they could get them for less money than they could be built at home, but the proposition was whistled down the wind. In a speech on the subject made by William H. Hewitt, then a member from New York, he said that "ninety per cent. of the cost of a ship was labor, and ten per cent. raw material. Thus, to buy a foreign built ship costing $100,000 would be giving the foreign laborer and mechanic $90,000 worth of labor, to say nothing about the raw material, while the American laborer, mechanic and artisan would have nothing to do, and would bring him and his family to want and penury." And knowing all this as we do, the Act of 1792 should be allowed to remain intact, and in full force and effect, "so long as grass grows and water runs."

You say, "The time is ripe, and the means are at hand," * * * in fact American manufacturers have already produced ships' plates and general structural material so cheaply that they have been able to make shipments to the other side and sell at a profit in foreign markets in competition with the home makers." That being the case we are prepared to make every part and parcel of a ship, or anything that may go into a ship, either steam or sail, and put them up and ready for sea at home, that we may or can find use or market for, "and there is no reason why we should not build steel and iron ships more cheaply even than Great Britain," for we have the material, as well as the mechanical genius and skilled labor, that is preparing and sending abroad almost everything that goes into a ship, for the foreign workman to put together. And it is a fact that with our improved machinery and the superiority of American mechanics, we can build a ship of any kind at a less price than they can, and yet to do so, puts us in mind of the old English adage, actually "sending coals to Newcastle." And this, too, without any subsidy or bounty. Therefore, this renewed subsidy scheme, which might have given shipbuilding some impetus forty years ago, is only for the special benefit of the few, and the detriment of the many, and should ever hereafter be frowned down, as we are now prepared to do without government aid that it could have given long ago, that would have eased up the heavy burthen that has caused so great a struggle to bear through all these years, while the various interests were divided, during the period that capital, muscle and brain were working to make those grand internal improvements, whereby the great interior has become so developed that, with our surplus, we are now prepared to supply the world with everything that may be wanted if they have the money to pay for it, so that we have arrived at a condition, having the interior in a far advanced stage of completion, that the American merchant marine builders can make all the ships at home, for wherever a market can be found, and American material, as well as American labor, genius and machinery can be utilized, and the benefit of the usufruct will remain at home, where it belongs.

S. C. WHEELER.

Sandusky, Ohio, June 2, 1900.

EASTERN FREIGHTS.

Messrs. Funch, Edye & Co., New York, report the conditions of the Eastern freight market as follows:

The advancing tendency of grain freights still continues, and although the demand for fresh tonnage is not pressing, the last established figures now appear more likely to experience a further slight advance than any set back. Time charterers appear inclined to assume a waiting attitude, although for any pressing requirements owners are still enabled to secure the very full figures latterly prevailing. The Southern timber ports have again absorbed a number of boats at rates showing no decline, and proving consequently the continued existence of uncovered requirements there. Tonnage for deals from the Provinces remains in good request, and the last fixtures were effected at a slight advance over previous quotations. The enquiry for boats for general purposes, on the other hand, is not so keen as when we last wrote, whilst shipments of coal, in spite of good demand for such tonnage, are momentarily suspended; freight limits are too low in the present state of our market.

Only little business of any consequence has been transacted for sail tonnage, trade being greatly restricted by the small supply of vessels and the unyielding views of owners for ships in position to accept future employment, particularly as regards long voyage business

MONTHLY COMMERCE AT ASHLAND, WIS.

The arrivals and clearances, receipts and shipments, as denoting the lake commerce at Ashland, Wis. for the month of May and the corresponding period last year are as follows:

	1899	1900
Arrivals and clearances	248	424
Coal receipts.....	10,279 tons.	62,227 tons.
Lumber shipments, ...	25 615,000 feet	50,481,000 feet.
Ore shipments, ...	223,980 tons.	456,945 tons

These figures will perhaps show more clearly than in any other way, the immense increase of Lake Superior traffic during the past month as compared with the same period last year.

John R. Spears contributes an article entitled "When the Novice Goes to Sea," to the May Number of the Cosmopolitan. It describes a tourist trip on a trans-Atlantic liner, and is illustrated with photographic reproductions. An interesting article, "Kings of the Highways and High Seas," by Edgar Saltus, tells of the exploits of the early day pirates of the Spanish Main.

A RAP AT THE TREASURY DEPARTMENT.

On the subject of surveys, etc., as to which department of the government should carry on the work, The Corps of Engineers, U. S. A., the Coast and Geodetic Survey or the Navy Department. A recent congressional discussion in the House of Representatives may be quoted as follows:

Mr. Bromwell, Ohio.—Mr. Chairman, while I fully agree with all that has been said by gentlemen who have spoken against this provision of the bill, I wish to call the attention of the committee more particularly to the lines of the bill to which I referred yesterday, commencing with line 13 and ending with line 18, and which read as follows:

And continuing the investigations and charting of reported obstructions to navigation in the United States waters of the Great Lakes, including the hire of vessels, and the compensation, not otherwise appropriated for, of persons employed in the field work, under the authority of the Secretary of the Navy.

Now, gentlemen are all aware of the fact that under the provisions of the treaty with Great Britian we cannot maintain a navy upon the Great Lakes. We have one vessel there, the Michigan, one of the light-draft, small vessels of the Navy. But the Great Lakes are the highways of probably the greatest commerce in the world. The surveys of the harbors of those Great Lakes and the rivers that connect them have been made by the Engineer Corps of the Army. The soundings have been made by the same corps and charted. Every improvement that has taken place has been under the Engineer Corps—the rivers have been deepened, the harbors have been improved, all by the engineers of the Army.

Now, why this work of surveying and charting the Great Lakes should be given to the Navy Department is a question that seems to me difficult to answer. The work has been done for sixty years by the War Department. That department has the material; it has the men; it has the vessels. They are prepared to go ahead with the work. They have charted these Great Lakes, and the charts have been used through all these years for navigation purposes. As I am informed, all that the Navy has done in the past has been to adopt the surveys made by the Engineer Corps of the Army, republish them as Hydrographic charts, and issue them under the authority of the Navy Department. It is proposed in this bill to extend their work—to investigate obstructions; to locate shoals; to sound the Great Lakes, and chart these soundings.

Mr. Chairman, it does seem to me, as has been stated by other gentlemen, that when we have a deficiency in the number of our naval officers—when the number is insufficient to man the ships we now have and are building—it is a piece of the greatest folly to take these men whom we enlist in our service for manning and fighting our vessels and put them upon this work which is already in charge of another branch of the service.

I shall vote to strike out all this new matter in the bill; but more particularly am I opposed to this clause which takes away from the great Corps of Army Engineers the work they are doing on the Great Lakes and which the Navy under no circumstances can find any real reason or excuse for taking.

Mr. Berry, Kentucky.—Mr. Chairman, I heartily concur in the provisions of this bill; and while there seems to be some differences in the Naval Committee this year, they agree absolutely on this question, though they disagree upon some other matters. In 1896, when Mr. Carlisle was Secretary of the Treasury and Mr. Herbert Secretary of the Navy, they agreed upon the policy laid down in the section now under discussion. They agreed that those things pertaining to the ocean belonged naturally to the Navy. The Geodetic Survey, in taking charge of these matters foreign to its real function, reminds me somewhat of an old hen that hatched about a dozen duck eggs. She stood upon the shore yelling to the little ducks floating out upon the water, much to the distress of the supposed mother.

The Navy is prepared with ships; her place is upon the ocean. Two or three hundred of our vessels are now scattered all over the world. We are contemplating the laying of a submarine telegraph system from here to the Philippines by way of Hawaii. How natural it is that all those subjects should be under the control of the Navy, that is constantly upon the water and knows the conditions there.

I would not wish this bill to interfere with the War Department, that has control of the harbors and the rivers, as it naturally should. That department is furnishing some very valuable charts, though the work could be much better done by the Navy than even by the War Department. But the more appropriate function of that department is to remove obstructions from our rivers and harbors, a work which is now being very well done by that department.

But, Mr. Chairman, for all the purposes of the many islands which have fallen into our possession by reason of the late war with Spain—Porto Rico, Cuba, and the Philippines—with 10,000 or more miles, perhaps, of coast about them to be surveyed, to be investigated and charted, I repeat, and I assert without fear of contradiction, that it can do the work better than any other branch of the public service. It seems to me that this omnivorous Treasury Department wants to absorb and control everything. Here are a number of subjects that manifestly belong elsewhere in the public service, but, in pursuance of the policy of the first gentleman who had control of the Treasury Department, Alexander Hamilton, who proposed to make that the department of the government and superior to all others, we find this demand made upon us now to leave everything to that department, even those matters with which it has no possible connection.

Why, Mr. Chairman, look, for instance, at the catalogue of a few of them. Here we have the Life-Saving Service. Is that a matter that should be within the control of the treasury? What has the Treasury Department to do with it? Why not submit it to the control of the Navy Department, where men have their lives in jeopardy every day that they are on the ocean; where they recognize the necessity of a proper support of this service?

Take the Light-House Service. Why should the Treasury Department control that? It manifestly and properly belengs to the Navy. Who are the most directly interested in the Light-House Service?

Here is another item—the inspectors of steam vessels. Whose work should that properly be? Should that be the work of the men who are engaged in this service, or the men in the Treasury Department, who know nothing about it? Should the men who go around and gather the taxes and pay the expenses of the government have the control of it, and are they in a better position to understand the inspection of steam vessels than the men whose life is spent on the steam vessels? Put it under the control of men, as it should be, whom you have scientifically educated for that purpose. Would it not be manifestly better that the Government should turn over the whole service to them than to leave it under the control of the Treasury Department?

Here, again, we find the Coast and Geodetic Survey and the Marine-Hospital Service and subjects of that kind should exclusively belong to the Navy and ought to be put under their control. Why not place them in the hands of the men who are most conversant with their requirements, who have the most use for them, and know best what ought to be done with them to make them perfect?

A few years ago, when we had no Navy, practically, we had hundreds of men who were put out of the Navy because the Navy had a "great hump in it," and we had to make provision for a modification of existing conditions. Now we have a Navy—gathered mainly in the Philippines and Porto Rico and around Cuba—and I ask why it is not proper to put that Navy in control of these different items of expenditure? There is no excuse for the conditions that prevailed a few years ago. Take the different conditions now prevailing.

Mr. Chairman, if the Navy were to be rebuilt, if new conditions confronted us, and this controversy about the matter now in contention should be presented to the House, it would be found that the unanimous sentiment of the members of this body and of the people throughout the country would be to place these affairs under the control and disposition of the Navy Department, where they properly belong. It seems to me that these matters to which I have referred should properly and of right belong to the Navy Department. And I should not only give my warm support to their transfer to that department, but would advocate it as far as I am capable of advocating it on the floor of this House. For that reason I am in favor of the provision of the bill under consideration.

SUN'S AMPLITUDES.

The following approximate amplitudes of the Sun's rising will be given each week in this column during the season of navigation. A second bearing may be taken by compass at sunset, by reversing the east bearing given for the nearest latitude, as the change in declination for a few hours makes but a slight difference in the true bearing of the Sun's setting. The bearing may be taken when the Sun's center is on the horizon, rising or setting. The elements which may be obtained by taking these amplitudes are the quantities known as local attraction, variation and deviation, or the total difference between compass and true, or geographical bearings.

LAKE ERIE AND S. END LAKE MICHIGAN, LAT. 42° N.

Sunrise.	Amplitudes.	Bearing P'ts.	Bearing Comp.
June 8.....	E. 30° N.	= N. 5⅜ E.	= N. E. by E. ⅜ E.
June 15.....	E. 32° N.	= N. 5⅛ E.	= N. E. by E. ⅛ E.

LAKE ONTARIO, S. END HURON AND CENTRAL PORTION LAKE MICHIGAN, LAT. 44° N.

Sunrise.	Amplitudes.	Bearing P'ts,	Bearing Comp.
June 8.....	E. 31° N.	= N. 5¼ E.	= N. E. by E. ¼ E.
June 15.....	E. 33° N.	= N. 5 E.	= N. E. by E.

N. END LAKES HURON AND MICHIGAN, LAT. 46° N.

Sunrise.	Amplitudes.	Bearing P'ts.	Bearing Comp.
June 8.....	E. 32° N.	= N. 5⅛ E.	= N. E. by E. ¼ E.
June 15.....	E. 35° N.	= N. 4⅞ E.	= N. E. ⅞ E.

LAKE SUPERIOR, LAT. 48° N.

Sunrise.	Amplitudes.	Bearing P'ts.	Bearing Comp.
June 8.....	E. 34° N.	= N. 5 E.	= N. E. by E.
June 15.....	E. 36° N.	= N. 4¾ E.	= N. E. ¾ E.

With a compass correct magnetic, the difference between the observed and true bearing or amplitude will be the variation for the locality. Should there be any deviation on the course the vessel is heading at the time of taking the bearing, the difference between the observed and the true amplitude after the variation is applied will be the amount of deviation on that course. If the correct magnetic bearing is to the right of the compass bearing, the deviation is easterly, if to the left, the deviation is westerly.

THE wreck of the schooner J. R. Benson, near Cedar Point, Lake Erie, will be destroyed with dynamite in a few days.

SHIPPING AND MARINE JUDICIAL DECISIONS.

(COLLABORATED SPECIALLY FOR THE MARINE RECORD).

Admiralty—Parties—Assignment for Purpose of Suit.—There is no substantial objection to permitting a libelant to maintain a suit in rem in his own name, on a claim assigned to him for that purpose, for the benefit of his assignor, where he also has a cause of action in his own right which he intends to prosecute, arising out of the same facts, and to be tried in part on the same evidence, so that there will be a saving of expense in trying two cases together. The Prussia, 100 Fed. Rep. (U. S.) 484.

Shipping—Delay in Delivery of Cargo.—Promptness in the transportation of merchandise is a substantial condition of a contract of affreightment, and where shipowners fail to deliver cargo with the time reasonably necessary to make the voyage, and the delay is not due to stress of weather or any of the causes for which they do not assume liability, they are liable to the shipper for losses resulting to him from such delay, although no time for delivery was fixed by the bill of lading. The Prussia, 100 Fed. Rep. (U. S.) 484.

Shipping—Injury to Stevedore—Liability of Ship.—A ship which is turned over for loading to a contractor, who is fully informed of the location of a hatchway, and that it is uncovered, owes no further duty to warn the individual stevedores employed by such contractor of the danger from such hatchway, or to protect them therefrom, but such duty devolves upon their master; and the ship cannot be charged with liability for an injury to a stevedore resulting from his falling through such hatchway. The Auchenarden, 100 Fed. Rep. (U. S.) 895.

Seamen—Right to Wages—Forfeiture.—A seaman who is shipped by the owners for a voyage is not deprived of his right to wages because he remained with the vessel after she was wrongfully taken possession of by the master, and diverted from her voyage, in a distant port, where there was no court accessible through which the seaman could collect the wages due him, but under such circumstances he was justified in staying with the vessel, and is entitled to wages until returned to the port of discharge. The Gen. McPherson, 100 Fed. Rep. (U. S.) 860.

Collision—Disobedience of Rules.—Article 25 of the new inland navigation rules, which requires steam vessels to keep on the starboard side of a narrow channel "when it is safe and practicable," applies as well to navigation in darkness or fog as in clear daylight, although the darkness or fog may affect the question of safety and practicability; and a vessel proceeding on the port side of a narrow channel in a fog, without any attempt to comply with the rule, must be held presumptively in fault for a resulting collision. The Yarmouth, 100 Fed. Rep. (U. S.) 667.

Division of Damages.—The amount awarded to the owner of a vessel which was totally lost in a collision, when both vessels were in fault and proceedings had been taken by the owners of both for limitation of liability, is subject to a deduction of one-half of the amount payable for the loss of the life of passengers in the collision, although no recovery could have been had on libels filed against such owner, because of the total loss of his vessel and her freight and the extinguishment of his personal liability. The Albert Dumois, 20 Sup. Ct. Rep. (U. S.) 595.

Excessive Speed in Fog.—It is the duty of a vessel to proceed in a fog at a moderate speed, both with respect to moving and to anchored vessels; and, generally speaking, her speed through the water, rather than over the ground, is the more important as it more closely affects her maneuvering power. This is especially true as regards danger to moving vessels, and that she was proceeding moderately over the ground will not free her from blame, if, proceeding immoderately through the water, she strikes a vessel under way. The Yarmouth, 100 Fed. Rep. (U. S.) 667.

Shipping—Injury by Passing Vessel to Vessel at Wharf—Negligent Navigation.—The Havana, a new steel steamship, of 5,000 tons net, on her trial trip, while passing a wharf on the Delaware river at Philadelphia, both on going out and coming in, produced so large a wave as to cause libelant's vessel, which was properly moored to the wharf for discharging cargo, to range so violently as to break her lines, although no such effects followed the passing of other vessels at greater speed. Held, that such facts raised a presumption of negligent navigation on the part of the Havana, which rendered her liable for the injury. The Havana, 100 Fed. Rep. (U. S.) 857.

Law Applicable to Torts—Place of Injury.—The locus of a tort is determined by the place where the injury and damage arose, rather than where the negligent act which produced such injury was committed; and a libel to recover damages for the death by drowning of libelant's intestate, as the result of a collision, and the sinking upon the high seas of a vessel sailing under the French flag, and on which the deceased was a passenger, alleged to have been due to negligent navigation, which does not allege that the drowning occurred upon the vessel, fails to show that the cause of action arose upon French territory, so as to render the law of France applicable thereto, conceding that the carrying of the French flag extended the jurisdiction of such law to the ship. Rundell vs. La Campagnie Generale Trans-Atlantique, 100 Fed. Rep. (U. S.) 655.

MARINE RECORD

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CLEVELAND, O., JUNE 7, 1900.

THE government printing office at Washington must be snowed under with work when it takes over six months to print the annual report of the life-saving service.

THE thanks of the RECORD are due Sumner I. Kimball, General Superintendent of the U. S. life-saving service, for a copy of his annual report for the year ended June, 1899.

THE annual report of the U. S. Life Saving Service for the fiscal year ended June 30, 1899 has just been received. It is noted that not a single individual on the Great Lakes has been awarded a medal or other recognition for saving life during the year. The service is one that now costs the Treasury Department, or rather the citizens of the United States, about $1,500,000 per year.

THE American Association of Masters and Pilots of Steam Vessels appoint legal counsel when any member of the organization requires professional assistance. The recently organized body known as the Licensed Tugmen's Protective Association should go and do likewise, as even the head of their order, as well as that of others, is not, or cannot be expected to be versed in all the legal technicalities, etc., of marine law.

MASTERS of vessels, as well as engineers, should exercise the greatest consideration in dumping ashes, or putting over the side any solids, which, if continually persisted in by the majority of vessels, would have a tendency to reduce the depth of a usually shoal location. District officials may formulate rules, pains, penalties, etc., to assist in governing the depths of water, but, without the earnest, faithful and conscientious co-operation of those in charge of vessels, such preventatives won't avail.

EVERY cent's worth of damage occasioned to vessel interests through the premature opening of the Chicago drainage canal should be as strictly collected from the sanitary district as the ordinary demurrage bills usually are. It is customary to collect Sunday's demurrage on the Saturday preceding, and so far as this is concerned, it is a check to windward. The material damage, financial loss or detention caused to vessels, shippers or consignees, should be carefully detailed and properly presented for liquidation, but, in this particular instance, the claims will be unlike demurrage bills, inasmuch as they can not be collected from day to day and on Saturday for Sunday losses.

As so little is known regarding the physical geography and hydrography of the Great Lakes region, it would be in order for one of our national legislators to hunt through the archives of the hydrographic branch of the United States Geological Survey to see if some long forgotten data could'nt be resurrected. During a discussion on survey work in the Senate last week, Senator Lodge pertinently stated as follows:

"I am in favor of geological surveys. I am in favor of having the work done by the National Government. I am in favor of a proper survey of this country, topographic and geological. We have been at work here for years, and we have a half a dozen surveys, and we have not a decent topographical map of the country today. Look at Wheeler's report, made as long ago as 1886, when they had the great congress in regard to these matters of surveys, and his report, made at that time—1886—is that we had spent $70,000,000 on surveys, scattered up and down through the Departments, and the general topographic survey of the country had not even begun. Here we are today, with land surveys in the Interior Department and surveys in the War Department and the Coast and Geodetic Survey and the Geological Survey and we have not got a decent geological map of the country. We have not got a decent topographical map of the country. We throw money out with both hands on these surveys, and we get no return. There ought to be one proper survey of the country under one head. There ought to be one proper hydrographic and coast survey under one head. Here is the Coast and Geodetic Survey. I take that as an example, for I was against the amendment just agreed to. President Cleveland, in his message in 1885, said:

"This service (the Coast and Geodetic Survey) has never been regulated by anything but the most indefinite legal enactments and the most unsatisfactory rules. It was many years ago sanctioned apparently for a purpose regarded as temporary and related to a survey of our coast. Having gained a place in the appropriations made by Congress, it has gradually taken to itself powers and objects not contemplated in its creation and extending its operations until it sadly needs legislative attention."

It has had no legislative attention. It was temporary in its purpose. It has gone on growing up and growing up all the time, and now this year it is engaged in an effort to destroy the hydrographic survey. It will not destroy the hydrographic survey. That is a part of the Navy, and the Navy will go on in any event. But it will duplicate the work. Then it is geodetic, and it is duplicating the work of the Geological Survey; and now it comes in and wants to run boundary lines, which is the work of the Interior Department.

OUR attention has been drawn to a design which has for its object the quickening of a steamer's movements in manœuvering. This is attained by introducing below the main shaft an auxiliary propeller, set at right angles to the main propeller, and working in an aperture in the deadwood. It is coupled to some geared wheels, and wrought by a small independent engine. Considering the fact that the manœuvering screw has been in the minds of some of the finest seamen and practical marine engineers for years, and has been perfected by the patentee, Capt. W. H. Walters, Liverpool, a seaman of the very highest merit and of considerable experience, its adoption in a certain class of steamers seems to be a foregone conclusion. No better test of the value of an idea such as that elaborated by Captain Walters could be forthcoming than the claims of intelligent practical men that the need for such a device had so impressed them that long ago they had attempted to work it out to a successful issue, but the difficulties they experienced, and the calls upon their time, had compelled them to drop the pursuit of a practical solution. But all admit the cleverness of the way Captain Walters has conceived and executed his scheme for solving a problem which is patent to anyone handling large steamers in narrow or crowded waterways.

CHICAGO never does anything by halves. Her great drainage canal is the most stupendous work ever attempted by a city. But since its opening, the reverse current in the Chicago river interferes with the navigation of that stream. So Chicago has buckled to the new task thus developed, and will spend ten and a half million dollars in widening, straightening and deepening the stream, so as to make it safely available for the largest lake vessels. This huge improvement is needed for the commerce of the city, and it will have another advantage. When the national government improves the Illinois river, so as to make the drainage canal available for water traffic between the Great Lakes and the Mississippi, there will be a superb channel from Lake Michigan to the canal. All honor to Chicago for her push and enterprise! She never falters, no matter how great the task, when its accomplishment will inure to her improvement and prosperity.

THE Supreme Court of the United States on May 28, decided Admiral Dewey's bounty claim against the contention of the Admiral. In effect this decision will tend to reduce the bounty of the admiral and his crew about one-half. The decision turned entirely upon the point that the statute in giving bounty according to whether the enemy was superior or inferior to our forces specified only the vessels of the enemy or the vessels and shore batteries combined. The chief justice and two other members of the court delivered a dissenting opinion. The original claim of Admiral Dewey and his men was for $400,000, but the decision of the Court of Claims reduced it to $200,000. This decision has been sustained by the recent ruling of the Supreme Court. The admiral's personal claim is reduced from $20,000 to $10,000. Former Secretary of the Navy Herbert was counsel for Admiral Dewey.

REGULAR bulletins should be issued giving the official depth of water at lake ports during the season of navigation, so that masters of vessels might know where they could or could not charter for. This applies more particularly to the minor ports. The Corps of Engineers, War Department, is very heavily taxed with work already, but surely, either the branch Hydrographic Offices, U. S. N., the Weather Bureau, the Light-house, Revenue Cutter or Life-Saving Service, or if necessary, all combined, could furnish a weekly or even monthly statement of the condition of all bars and harbors. The annual report, as furnished from surveys taken by the district officers of the Corps of Engineers, U. S. A., does not meet the demand for this special and practical information.

Now that Capt. J. S. Dunham has returned to Chicago from his European tour, we may expect a more earnest campaign anent the problem of navigating Chicago River with a modicum of safety. There are few men so well acquainted with the sluggish, half solidified and tortuous creek in all of its ramifications and drawbacks to commerce for the past decade or two or three, as is Capt. Dunham, and we look for renewed activity in the direction of making the river fairly navigable, since the accession of the veteran upholder of all that is right in that waterway to the ranks of the committee of the Lake Carriers' Association having that matter in charge.

THERE were 265 stations embraced in the U. S. life-saving establishment at the close of the last fiscal year, ended June 30, 1899. Of this number 193 were situated on the Atlantic and Gulf coasts, 56 on the shores of the lakes, 15 on the Pacific coast and one at the Falls of the Ohio, at Louisville, Ky. These stations are divided into 12 districts, of which the 9th district includes Lakes Erie and Ontario, the 10th, Lakes Huron and Superior, and the 11th, Lake Michigan.

To definitely settle a mooted question parties at Milwaukee wired to Washington to learn whether the national flag should be at half-mast all day on Memorial Day. Answer was returned that the flags should be hoisted to the top of the pole on and after 12 o'clock noon. This is a very sensible decision, and one that will undoubtedly be acted upon very generally a year hence.

PICKANDS MATHER & CO. have placed a black stake buoy north of their dock at Detour to mark a very dangerous shoal. This shoal has gotten several steamers into trouble that have attempted passing through the inside channel. The water is low and steamers have found boulders heretofore not known to exist in that channel.

TO IMPROVE MILWAUKEE HARBOR.

The committee of twenty, appointed by the mayor to consider and formulate the plan of building an outer harbor on the lake shore, met at the mayor's office and arranged preliminaries. E. P. Vilas was elected temporary chairman of the meeting. It was decided to make a trip out to the bay, Saturday, June 9, to look over the territory and find a place where the harbor could best be improved.

It is the intention of the members of the committee to recommend the building of a breakwater. Senator Quarles has taken the first step in this direction by introducing an amendment to the sundry civil bill calling for an additional survey of the Milwaukee harbor.

It is probable that nothing can be accomplished now that Congress has adjourned, but all necessary information, data, etc., will be ready at the next session, when it is expected that some decisive steps can be taken.

LAKE FREIGHTS.

The feature of the week has been the withdrawal in round figures of about 100,000 tons of carrying capacity represented by the fleet of the (Rockefeller,) Bessemer Steamship Co., witha view to upholding rates on iron ore and incidentally other bulk cargoes.

Such is the apparent reason for keeping this large fleet idle, though in point of fact, it is a war of business tactics between the Rockefeller and Carnegie interests, the exact conditions of which, it is simply idle, or useless, for outside parties to further speculate upon.

Iron ore.—Shipments are fairly brisk and freights from the head of the lakes are firm at the former rate of $1. Marquette 90 cents and Escanaba 70 cents to Ohio ports. Shipments from the Lake Superior districts show an important gain over those of last year, though the early shipments were somewhat hampered by the cold weather which prevailed. Total shipments were 1,604,593 tons to June 1 of this year, as compared with 900,851 tons a year ago, an increase of 703,722 tons. All of the ore railways forwarded greatly increased quantities from the mines and stockpiles. The May total of the Duluth & Iron Range was 600,000 tons, as compared with 470,000 tons. The Duluth, Mesaba & Northern road shipped 644,218 tons, which was the second largest month in its history and only exceeded by August of last year, when 648,238 tons were shipped.

Grain—The Chicago rate which was 1¼ cents to Buffalo on corn a week ago, advanced to 1⅜ cents on Monday and 1½ cents on Tuesday, and then to 1¾ cents, where it now stands, showing a gain of ½ cent for the week with fairly brisk chartering. The advance from Duluth to 2½ cents on wheat to Buffalo as mentioned last week, is now the quoted rate, with 2¾ cents looked for, and vessels expecting a 3 cent rate. The elevators are filled with grain and it will be sent forward briskly on demand. The grain movement is smaller than in May last year—that is from Duluth. The totals for all grain are 10,426,000 bushels this May, against 14,207,000 bushels last May. The grain movement for the season to date, however, is practically the same as last year. This is owing to the earlier opening of navigation this year.

The coal rates from Ohio ports remain at last week's quotations, with a rather better demand for Lake Michigan tonnage and less detention in loading. Chicago, 70 cents; Milwaukee, 65 cents, and Duluth, 50 cents. Buffalo shippers are a trifle uneasy at paying a differential of 5 cents, and in some cases 10 cents, over Ohio ports and an unsuccessful effort has been made to reduce the figure. Chicago is still quoted at 75 cents and Milwaukee at 70 cents, with minor west shore ports, as Waukegan and Racine at 75 cents, and the market strong and tonnage in good demand.

Lumber—The movement of lumber is not increasing and it would seem that shippers are trying to create conditions that will allow them to break the rates again, five boats loading lumber this week at $2.25 to Lake Erie ports, but this does not make the rate, as the boats are of such a character that they cannot be employed in the ore trade. Other boats will take ore or grain rather than take lumber at $2.50. Their owners are still asking $2.75, and maintain that with charges much higher than last year they cannot carry it for less. Fifty-six cargoes had gone forward from Duluth last season at this time and 38,000,000 feet of lumber had been moved. This year, despite the fact that the season opened two weeks earlier, only thirty-seven cargoes have been reported and the amount of lumber moved thus far has only been 18,391,942 feet.

THE CRAIG SHIPYARD AT TOLEDO.

While the lake shipyards have been very busy for some time past, the future promises to be much more so. At the Craig Ship Building Co.'s yards, Toledo, O., all modern machinery for building ships has been put in, and, while work has been done on short notice heretofore, the splendid facilities now there for constructing ships will enable the Craigs to build in much less time than formerly. Structural iron, the high prices of which has kept some men from having craft constructed, is declining in price, and soon there will be more disposition to invest in vessel property, and nowhere can ships be put up more complete or of better build than at the Craigs.

Capt. Lewis Ryerse has been promoted to commodore of Perry's fleet of tugs at the "Soo." The fleet consists of three tugs, the Niagara, Sampson and Smith. This is a very desirable position and Mr. Perry will find that he could give it to no more satisfactory man than Capt. Ryerse.—St. Ignace Enterprise.

LAUNCH OF THE OTTAWA.

A pleasant ceremony was performed at the Bertram yards, Toronto, last Wednesday, when the new steamer Ottawa, built for the Canada Atlantic Transit Co., was launched. Miss Amy Marjorie Angstrom, the five-year-old daughter of Mr. A. Angstrom, manager of the Bertram Co., broke the bottle of wine which christened the new competitor for lake favors.

The Ottawa is 257 feet over all, 43 feet beam, 25 feet 6 inches deep, and will carry over 70,000 bushels of wheat on the canal draught of 14 feet. She is the largest boat ever built by the Bertram Co. She will be placed on the route between Parry Sound and the upper lake ports. The keel for a sister ship will be laid at once.

STRANDINGS.

Among the more important strandings during the past week may be mentioned the steamers Oswego on N. Manitou Island; Canadian Steamer Seguin at McGulpin Point; and the Cuba, Port Colborne; the H. C. Frick, Whitefish Point; Fedora at Duluth; Coffinberry and consort Checotah, Thunder Bay Island; Ramapo grounded on entering Waukegan.

In addition to the foregoing there was quite a large number of groundings in the rivers and other minor casualties.

TRAFFIC THROUGH THE ST. MARY'S FALLS CANAL.

STATISTICAL REPORT OF LAKE COMMERCE THROUGH CANALS AT SAULT STE. MARIE, MICHIGAN AND ONTARIO, FOR THE MONTH OF MAY, 1800.

EAST BOUND.

Articles.	U. S. Canal.	Canadian Canal.	Total.
Copper.....net tons	18,749	.....	18,749
Grain.....bushels	1,780,301	74,000	1,854,301
Building stone.....net tons	2,206	190	2,396
Flour.....barrels	1,001,827	95,246	1,097,073
Iron ore.....net tons	2,342,474	186,488	2,528,962
Iron, pig.....net tons	2,744	.....	2,744
Lumber.....M. ft. B. M.	120,119	713	120,832
Silver ore.....net tons	.....	.....	.....
Wheat.....bushels	9,369,069	2,305,525	11 674,594
General mdse.....net tons	5,762	1,209	6,971
Passengers.....number	689	905	1,594

WEST BOUND.

Coal, hard.....net tons	93,310	18,530	111,840
Coal, soft.....net tons	547,794	65,665	613,459
Flour.....barrels	60	.....	60
Grain.....bushels	.....	.....	.....
Manufactured iron...net tons	23,428	.....	23,428
Salt.....barrels	39,328	2,612	41,940
General mdse.....net tons	64,263	5,481	69,744
Passengers.....number	1,026	587	1,613
Freight—			
East bound.....net tons	2,996,070	271,480	3,267,550
West bound.....net tons	734,701	90,146	824,847
Total freight.....net tons	3,730,771	361,626	4,092,397
Vessel passages—			
Number.....	2,504	417	2,921
Reg'd tonnage.....net tons	3,213,518	374,008	3,587,526

FUELING VESSELS AT SEA.

An important order has been issued to the navy by Assistant Secretary Hackett, based upon reports of the commanding officer of the Iowa in regard to the methods of coaling that vessel, and the results obtained. It is directed that coaling ship hereafter shall be considered as an evolution, and while actually coaling ship no officer or man shall be allowed on shore, except on duty, and in carrying out the routine of station bills, provision must be made for including stations for coaling. Coaling is, therefore to be recognized as one of the important lessons to be learned by the modern-day sailor. In a report submitted by the captain of the Iowa on his observations of a somewhat unusual and exceedingly satisfactory experience in coaling the ship, he shows that from start to finish 1,004 tons were taken on board in 11 hours and 25 minutes, and also for three consecutive hours coal was taken in at the rate of 131 tons an hour. This is much in advance of anything ever previously done by the ship, which has always held the "blue ribbon" for rapidity in coaling. The captain expressed the opinion that no reason prevails why a rate of 150 tons an hour should not be maintained from start to finish.

DUMPING ASHES.

An exchange relates how the ocean liners get rid of their ashes by shooting out of a big spout with a stream of water and thus avoid dust and damage to the side. This may be a good way but the lake boats have a better one. In this connection the Duluth News-Tribune very pertinently states:

It is well known by all vesselmen that Major Sears, Corps of Engineers, U. S. A., in charge of the conservancy of harbors on Lake Superior, is very strict, and most properly so, in directing that the employes of the government shall report every instance of ashes being dumped in the channels by passing steamboats. The ore carriers not even being allowed to wash their decks while traversing the harbor.

But the up-to-date shipbuilder laughs in his sleeve at this law. He does not openly defy it but he contrives to evade it in an ingenious manner.

Nearly every one of the modern freight steamers have what is called an "ash siphon." These siphons discharge under water and are operated much in the same manner as a bilge siphon. When the ashes have to go overboard this siphon is called into requisition and they are forced out of the ship's side below the water line, leaving little if any trace of the operation. It is a cute trick and probably may save a little time but it is detrimental to the harbor channels.

It is curious what a howl some men will make for deeper channels and what care they will again take in devising schemes to block them up.

LAUNCH OF THE LAFAYETTE.

The successful launching of the steamer Lafayette on Thursday, May 31, was witnessed by several hundred people at the Lorain yards of the American Ship Building Co. A special train arrived from Pittsburg shortly before noon bearing officials of the Carnegie Co., escorted by General Manager Edwin S. Mills of the Pittsburg Steamship Co. A special car over the Lorain & Cleveland line brought a large party of Cleveland people.

Promptly at 2 o'clock the large steamer left the ways, and Miss Harriet M. Lauder, daughter of Mr. and Mrs. George Lauder, of Pittsburg, christened the steamer Lafayette in a befitting manner. As soon as the boat started down the ways several carrier pigeons were liberated with messages to Pittsburg announcing the safe launching of the big vessel.

The Lafayette is the second of five large boats recently contracted for by the Pittsburgh Steamship Co. A special feature of this steamer will be the fitting up of six staterooms, elegantly fitted and furnished, for the use of officials of the company and their friends. On an eighteen-foot draft the steamer will carry 7,300 tons. She will be in command of Capt. Fred Bailey, of Vermillion, and will be ready for service in about five weeks.

The Lafayette is 472 feet over all, 454 feet keel, 50 feet beam and 28½ feet deep. She will have quadruple expansion engines, with cylinders 18, 26¾, 41 and 63 inches, and a stroke of 42 inches. Steam will be furnished by Babcock & Wilcox water tube boilers.

LETTERS AT DETROIT MARINE POST OFFICE.

JUNE 6th, 1900.

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Barber, Melville, Str. Smith 2.	Matthews, C. V.
Brewer, Chas., Str. Magnetic.	McKennon, A., Str. Ionia.
Ball, Mrs. M.	McIntyre, Wesley
Brown, Verney	McDonald, Joseph, Str. Webb
Cody, E. J., Str. Marquette.	Oag, Edward
Coaban, James	Pelow, Joseph
Constantine, Joe, Str. Buell.	Paisley, N.J., Str. Wissahicken
Caviare, Peter	Potter, Harry, Niagara.
Cascadden, Geo., Str. C Horn	Ryerse, Capt. L. "
Cronkheit, Oatis	Robertson, Will H.
Elspass, Geo. A., J. H. Farwell.	Redon, Joseph, Str. Specular.
Thomas, Flynn, Str. Eads.	Ravard, Geo. A.
Gracey, Annie, Str. Mingoe.	Ruthven, Chas., America.
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Haskins, James, " "	Shephard, Hiram
Howey, Chas. A., E. Keeley	Sheldon, Wm. S.
Hazelton, Ed.-2 H. H. Badger.	Taftezon, James
Hall, J. R.	Whitehead, Art
Henry, James E.	Woodham, Harry
Howitz, Robert, Str. America.	Wilson, James.
Jameison, John, Mont Blanc.	Williams, Robt. Str. Goshawk
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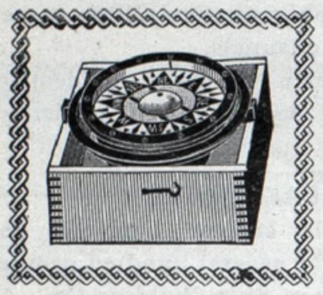

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JUNE ASTRONOMICAL DATA.

Astronomical data for June, 1900, furnished to the MARINE RECORD by the Washburn observatory:

Venus, which for many weeks has been the chief ornament of the evening sky, celebrates the incoming of summer by attaining its greatest brilliancy in the early morning hours of June 1. During the month it will lose its lustre slowly at first, and later more rapidly, but it will remain a conspicuous object during the whole month. Mercury and Venus will be in conjunction, Mercury the farther north, on June 22. Jupiter will be conspicuous low down in the southeast during the early evening, and Saturn will follow in the same part of the sky about two hours later. Mars is visible only in the morning sky.

At Milwaukee the times of sunrise and sunset for the month are as follows:

	SUNRISE.	SUNSET.
June 1	4:14	7:24
June 11	4:11	7:30
June 21	4:11	7:35
July 1	4:15	7:35

The times of the moon's phases are:

First quarter	June 5,	1:00 a. m.
Full moon	June 12,	10:00 p. m.
Last quarter	June 19,	7:00 p. m.
New Moon	June 26,	7:00 p. m.

The principal fixed stars visible during the month are:

To the south, Arcturus and Spica; to the northwest, the Great Dipper; to the southwest, Regulus; to the southeast, Antares; to the northeast, Vega and the Northern Crown.

THE "BROWNHOIST" TUBS AND BUCKETS.

No-where in the world have the mechanical facilities for handling bulk cargo been brought to such perfection as they have been in Cleveland, O. No individual firm, corporation or syndicate of manufacturers are anyway near on a par with the Brown Hoisting and Conveying Machine Co., in this special field, and more particularly in the handling of iron ore.

Nineteen million tons of ore and coal last year on the Great Lakes alone were handled in "Brownhoist" tubs and buckets, and they have also found very extensive use elsewhere in Europe, Asia and America.

Automatic filling and dumping tubs and buckets for various uses in connection with the Brown hoisting and conveying machinery are made in standard sizes, and the details of special designs are worked out for any particular uses, the standard designs are also easily converted for various uses by readily made changes in the mechanism, and so that the shovel bucket used principally in connection with the Brown tramway and cantilever ore storage plants can be made to shovel or scoop coal, sand, clay, sulphur, limestone, etc.

It is saying much to state that there is no tub or bucket made in which the detail of design has been worked out as carefully as in the "Brownhoist," or that will give such excellent and lengthy service, but the assertion is amply borne out in actual daily experiences.

The Brown Hoisting and Conveying Machine Co., Cleveland, O., with branch offices in New York, Pittsburgh and London, is the king industry of the world in its special line of mechanical and engineering products, and by virtue of this right, is one of Ohio's most prominent, reliable and high-classed business firms.

NAVY CONTROL OF TRANSPORTS.

Capt. Asa Walker, U. S. N., makes out a strong case for naval control of transports in the "Proceedings of the Naval Institute." His motto is: "From shore to shore for the naval officer." This naval command afloat is the more essential, in the view of Capt. Walker, as no convoy can expect to cross the seas unattacked, and the commanding officer of each unit therein should be able to manoeuvre under signal to avoid confusion in the hour of danger. "Each transport to carry troops or supplies should be in command of a naval officer," proceeds Capt. Walker, "and to him should be intrusted her landing and discharge;" with him should rest the responsibility for her navigation, her proper position in convoy, her efficiency, health and cleanliness. This responsibility for the ship is understood in no way to take from the authority of the officer of the troops over his men, subject of course to the general regulation of the ship.

Detailed plans of each ship should be made, showing just how many men of any particular branch of the service she can carry, together with all equipments and supplies necessary to make that detachment of troops complete in all respects of service. The ship should have on board, stowed readily at hand or in proper order, all the outfit of every kind, requisite for the equipment of the troops ready for active service. Capt. Walker says that in recent landing of our forces on the coast of Cuba the entire neglect of these principles caused all of the troubles and vexations met with. "Had the transports been in charge of naval officers, trained in obedience to the orders of their senior officers," he says, "there would have been no seeking of a transport five or more miles at sea; each one would have been in its assigned position. The excellent work done by Capt. Goodrich, as the naval officer in charge of landing, reflects the highest honor on him and on the service he ornaments. With the facilities at his command he accomplished wonders; his arrangement of them was practically perfect, but his difficulties were so numerous and unavoidable that the results, though grand, were reduced to a minimum."

Capt. Walker hopes that in any future combined operations the sister branch of the service may join with the Navy in relegating the shoemaker to his last. "It were foolishness for the Navy to desire control of operations on shore," says Capt. Walker, "and, unquestionably, it is equally unwise for those lacking all marine training to invade the territory of the sea. The field is broad enough for both. Let us then unite and let our Army brothers say to us 'Land us in position to do our work, proctect our sea flank, keep open our communications, convoy our fleets, and see that we are furnished with the sinews of war, and we will do the rest."

NOTES.

THE new tonnage that went into commission after the middle of last season is estimated at 4,000,000 tons season capacity. This is easily offset by the increased volume of business in sight for this year.

THE steel steamer Harlem, which went on the rocks at Isle Royal during a severe snow storm Nov. 22, 1898, during the same blow that the Tampa and Arthur Orr went on the north shore, has just made her first trip since that event.

WORK is now being carried forward on a breakwater intended to extend the harbor refuge at South Chicago, Ill. This structure will extend from northwest to southeast, opposite the north harbor of the Illinois Steel Co., and its length will be nearly 4,000 ft.

THE project of having training ships for boys who enlist in the Navy is meeting with most unqualified success. The Buffalo, which has been transformed into a well-equipped training ship, will be in condition for service in a short while. There are now 450 recruits ready to be placed upon this vessel.

JOHN D. KERNAN, former president of the State Commerce Commission, speaking of the reasons why the Erie canal is carrying so little and the railroads so much of the grain from Buffalo to New York said it was due to the failure on the part of the State to expend money in improving the canal, whereas, since 1873 the New York Central and Hudson River Railroad had spent very many millions in improvements. Mr. Kernan said the State could afford to spend $100,000,000 on the Erie canal and never move a boat through it, merely to keep in check the constantly increasing railroad grain rates. To-day with its poor equipment, the canal carried grain for one-third of the railroad rates. With a railroad differential in favor of other cities, Mr. Kernan said, it was absolutely necessary, if New York is to maintain its commercial importance, that the Erie canal be improved.

THE purpose of the School of Commerce, in connection with the University of Wisconsin, is to supply facilities for the training of young men who desire to enter business careers, especially in such fields as domestic and foreign commerce and banking, or branches of the public service, like the consular, in which a knowledge of business is essential. It is not claimed that it can take the place of experience gained in the actual conduct of business, but it will enable students to attain a degree of commercial skill which experience, unaided, can seldom, if ever, supply. The facilities afforded in this country for the training of young men for such business careers as are open to them by present-day conditions, are very inadequate. The School of Commerce of the University of Wisconsin has set itself to the task of supplying the deficiencies in our present educational facilities. The need of such training has long been recognized by far-sighted business men, and the Wisconsin plan deserves the investigation and endorsement of men of affairs.

NOTICE TO MARINERS.

LIGHT-HOUSE ESTABLISHMENT,
OFFICE OF THE LIGHT-HOUSE INSPECTOR, 10TH DISTRICT,
BUFFALO, N. Y., June 4, 1900.

Notice is hereby given that during the progress of the work of widening and deepening the Straight Channel in Maumee Bay, Lake Erie, Ohio, it may be necessary to remove, temporarily, from their present positions, such of the spar buoys marking the edges of the channel as are in the way of the dredges. Whenever so removed they will be replaced as soon as practicable.

By authority of the Light-House Board.

FRANKLIN HANFORD,
Inspector 10th L. H. District. Commander, U. S. N.

TREASURY DEPARTMENT,
OFFICE OF THE LIGHT-HOUSE BOARD,
WASHINGTON, D. C., May 29, 1900.

Erie Range, No. 1, Light Station.—Notice is hereby given that the tower from which the sixth-order fixed white light is shown at this station, on the westerly end of the north pier at the entrance to Presqu'ile Bay (Erie Harbor), southerly shore of Lake Erie, will be increased in height about 12 feet. The work will be completed on or about June 30, 1900.

The focal plane of the light will then be 33 feet above mean lake level, instead of 21 feet as at present.

The exhibition of the light will not be interruped.

By order of the Light-House Board:

FRANCIS J. HIGGINSON,
Rear Admiral, U. S. N., Chairman.

LIGHT-HOUSE ESTABLISHMENT,
OFFICE OF THE LIGHT-HOUSE INSPECTOR, 11TH DISTRICT,
DETROIT, MICH., June 1, 1900.

Stribling Point (N.) red spar buoy No. 2, St. Mary's river, on the extreme N. W. end of a shoal off Stribling Point, and which marks the turning from Little Mud Lake cut into the old channel through Lake George to St. Mary's Falls canal, has been marked by a red, diamond-shaped frame secured near the top of the buoy.

Information has been received that the structure and light No. 379, List of Lights and Fog Signals, Northern Lakes and Rivers, 1900, known as Connors Point Front Post Light, Duluth-Superior Harbor, Wis., has been carried away.

The structure and light will be replaced as soon as possible, and in the meantime no light can be exhibited from this point.

The buoys referred to in Notice to Mariners of May 9, 1900, as being placed in Superior Front Channel, Duluth-Superior Harbor, Minnesota and Wisconsin, between the Quebec channel and the west end of Superior Bay channel, are now in place.

The post lights to mark this channel by night will be placed as soon as possible, and when completed a notice to mariners will be issued.

By order of the Light-House Board. J. C. WILSON,
Commander, U. S. Navy, Inspector, 11th District.

Maritime Liens—Supplies Furnished on Contract with Owner.—By the maritime law no lien for labor or supplies furnished a vessel is presumed to arise on a contract made with the owner, and to create a lien in such case an agreement or mutual understanding to that effect is necessary, and must be proved; and the rule is not different where the person contracted with is known to be a partner in the firm which owns the vessel, because he is also acting in the capacity of master, it being within the power of the person furnishing the labor or supplies to require an agreement for a lien, if he intends to rely upon the credit of the vessel. The Saratoga et al., 100 Fed. Rep. (U. S.) 480.

MARINE PATENTS.

Patents issued May 29, 1900. Reported specially for the MARINE RECORD Complete copies of patents furnished at the rate of ten cents each.

649,949. Steering mechanism for vessels. K. A. Posse, Wexico, Sweden.

650,091. Propelling mechanism. W. L. Matts and J. B. Swain, Newark, N. J.

650,134. Apparatus for submarine pipe laying. H. W. Phillips, Quincy, Mass.

650,157. Dredging machine. A. N. Reimer and W. A. Olsen, New York, N. Y.

650,210. Marine torch. W. J. Wilson, Philadelphia, Pa., assignor to the American Illuminating Shell Co. of Baltimore City, of Maryland.

650,224. Propelling attachment. Christian Beyer, Hoboken, N. J.

650,298. Device for locating sunken vessels. Larry Brennan, West Superior, Wis.

650,333. Construction of ships or boats. D. G. Martens, Christiana, Norway.

650,469. Wave-power accumulator. R. S. Lawrence, Washington, D. C.

650,471. Stowing and launching of ship's boats. D. G. Martens, Christiana, Norway.

650,479. Life-saving raft. C. A. U. Pepin, Caen, France.

650,535. Pneumatic propeller. J. P. Hickey, Washington, D. C.

650,558 Propelling mechanism. T. B. Hatch, Chicago, Ill., assignor to the Submerged Electric Motor Co., Menominee, Wis.

650,613. Boat-propeller. M. L. Roe and J. T. Mills, Bronson Mich.

650,667. Dredge. J. B. Burch, Bowling Green, Ky.

650,674. Dredging machine. Frederic Ecaubert, New York, N. Y., and I. M. Hofstad, Sitka, Alaska.

650,729. S fe-saving apparatus for ships. G. F. Parratt, London, England.

650,758. Combined surface and submarine vessel. Simon Lake, Baltimore, Md.

VISIBLE SUPPLY OF GRAIN.

As compiled for THE MARINE RECORD, by George F. Stone, Secretary Chicago Board of Trade.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY Bushels.
Buffalo	1,757,000	526,000	780,000	52,000	228,000
Chicago	9,962,000	3,790,000	1,277,000	447,000	.....
Detroit	163,000	124,000	4,000	5,000	1,000
Duluth	11,552,000	1,237,000	343,000	33,000	47,000
Fort William, Ont.	2,185,000	.....	.....	.....	.....
Milwaukee	230,000	2,000	.....	1,000	3,000
Port Arthur, Ont.	116,000	.....	.....	.....	.....
Toledo	198,000	593,000	216,000	2,000	.....
Toronto	27,000	.....	10,000	.....	22,000
On Canals	589,000	86,000	36,000	42,000	50,000
On Lakes	667,000	1,277,000	360,000	25,000	.....
On Miss. River	.....	.....	.....	.....	.....
Grand Total	44,704,000	12,378,000	7,041,000	1,051,000	810,000
Corresponding Date, 1899	26,185,000	13,302,000	8,236,000	932,000	1,342,000
Increase	.....	.....	255,000	.....	
Decrease	51,000	309,000	.....	16,000	134,000

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific Slope.

"Oh, Captain, how far are we from land," asked the passenger on a steamer that had exploded her boiler in mid-ocean. "Only three miles," replied that worthy, "only three miles in a perpendicular direction."

NOVEL LIGHTHOUSE LANTERN IN DUBLIN.

The massive new buildings of the D. B. C. Co. in Lower Sackville street, Dublin, now rapidly approaching completion, form one of the most conspicuous objects in "the finest thorough-fare in Europe," the large lantern by which they are surmounted being visible in all directions after dark. In this lantern has been placed by Mr. Wigham the most recent development of his light-house illuminant. This new form of light was devised by that inventor in order to give the sailor the great benefit derivable from the use of what are called annular lenses without depriving him of the advantage of continuous visibility, heretofore only associated with the steady fixed light. By the use of annular lenses, whose uses are now made apparent, the power of the illuminant is greatly increased, but up to the present time this remarkable multiplication of power could only be obtained in conjunction with intervals of darkness of greater or less extent, because these lenses which project the light in parallel beams required to be revolved round the illuminant in order that the light may reach the entire horizon.

The light thus projected reaches the observer in a series of powerful and brilliant flashes separated by intervals of darkness, the length of which depends upon the length of rotation of the lenses. These intervals of darkness render the taking of an exact bearing, especially in dirty weather, a matter of some difficulty; but Mr. Wigham, by an ingenious device, causes annular lenses to revolve so rapidly that before the impression made on the eye of the observer by the flash of one lense has passed away it is succeeded by the flash of the next, and so on. The practical result is that the light is always in view, and presents the appearance of a continuously shining bright light with interval sparkles of surpassing brilliancy succeeding each other with astonishing rapidity. Almost every evening for the past few weeks this light has been exhibited for several hours after dark on the lofty elevation of the "D. B. C." buildings, and it has certainly excited much interest in the city and for many miles beyond it. It has been seen at Howth, at Kingston, and inland as far as Hazelhatch on the Great Southern system, while captains of vessels have observed it beyond the Bailey light, and as far as the Kish. The unanimous verdict of all who are competent to form an opinion on the subject is that this invention of Mr. Wigham's is a perfectly novel one, that it forms a very valuable addition to the present unsatisfactory means of distinguishing light-house lights, and that it is the manifest duty of the authorities who have charge of the lighting of our coasts to take the necessary steps, in the interests of the safety of seafaring people and passengers, as well as of valuable property, for securing to navigation the great benefits that must result from its adoption. In these days of rapid sea transit every effort should be made to render traveling safe as well as pleasant, and all who are interested in trade and commerce are also naturally alive to the importance of utilizing every new development of our coast lighting. For this new result of his inventive genius the thanks of the community are due to Mr. Wigham, and it may be hoped that this important invention will soon be put into practical operation upon the coasts of the United Kingdom. The light may be seen for a short time longer in Lower Sackville street.—Irish Times.

There are a number of entertaining articles in the May number of the Century Magazine which will interest marine folks. "The Maharaja's Water Carnival, by R. D. Mackenzie, is one of them. It is a picture of quaint and unfamiliar scenes in Benares, India, where annual fetes are held which for picturesqueness and oddity find no parallel in any other country. The concluding paper on the "Hardships of a Reptiler" being an account of the exciting cruise of the schooner Katydid after turtles in the Caribbean, is also given. The pictures, by Martin Justice, are dramatic in conception and original in execution.

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T. H. NEWMAN, Manager Cleveland & Buffalo Transit Co., Cleveland, Ohio.
SPITZER & CO., Bankers, Spitzer Building, Toledo, Ohio.
F. A. FORBES, General Manager Michigan Telephone Co., Detroit, Mich.
JOHN & F. P. GORDON, Traffic and Steamboat Managers, Buffalo, N. Y.
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ALEXANDER McVITTIE, Pres. Detroit Ship Building Co., Detroit, Mich.
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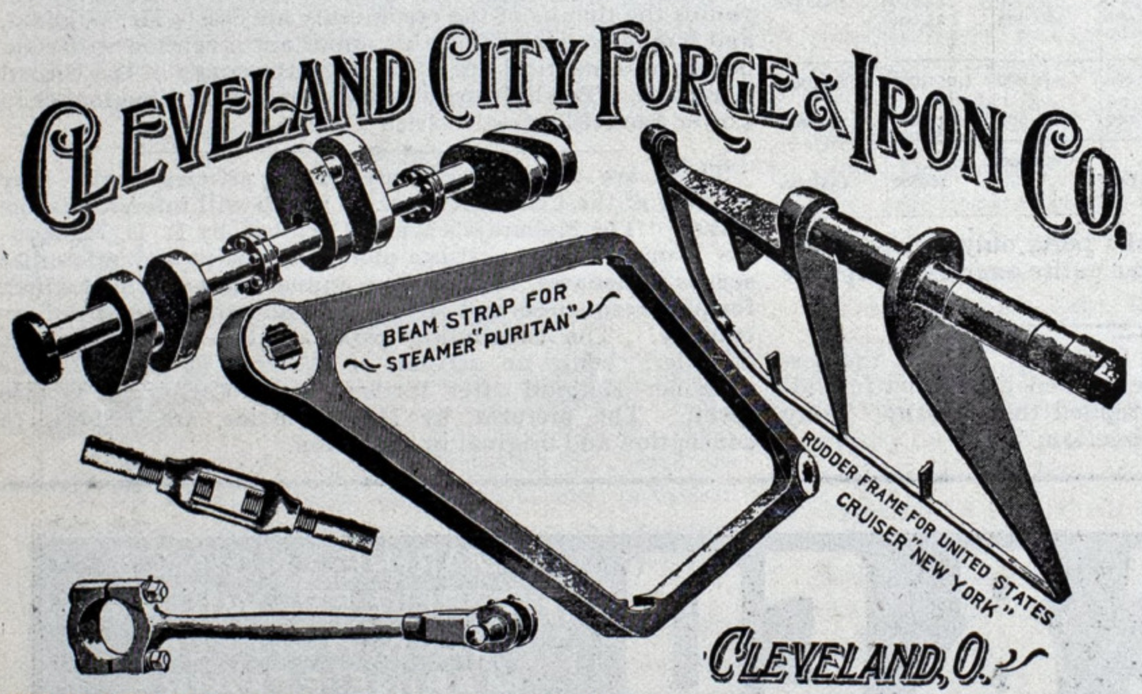

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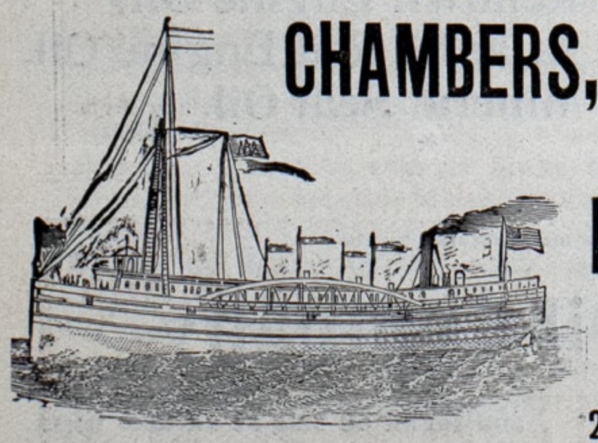

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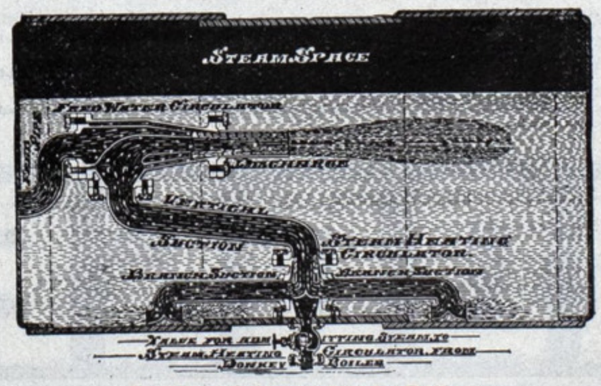

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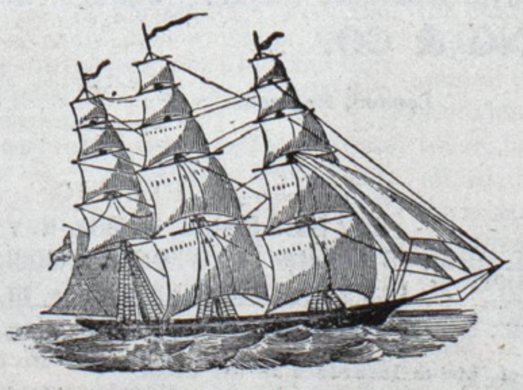

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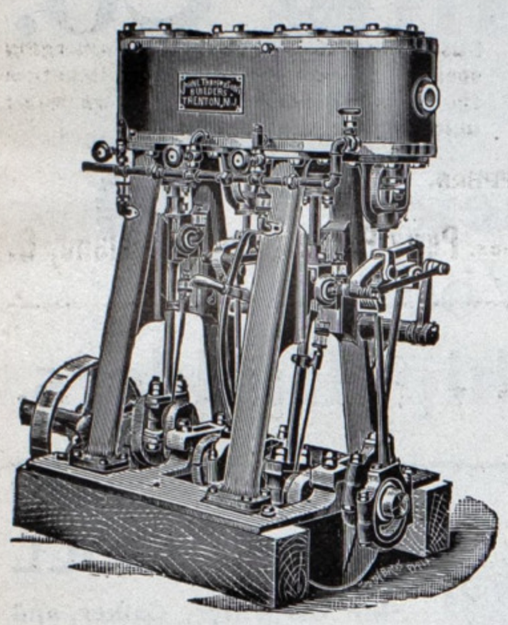

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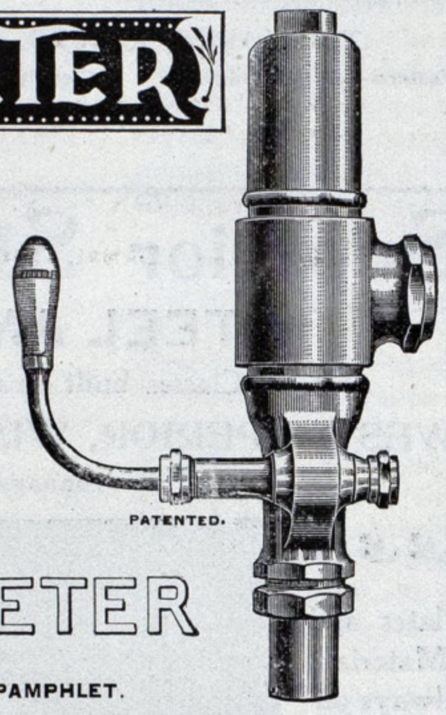

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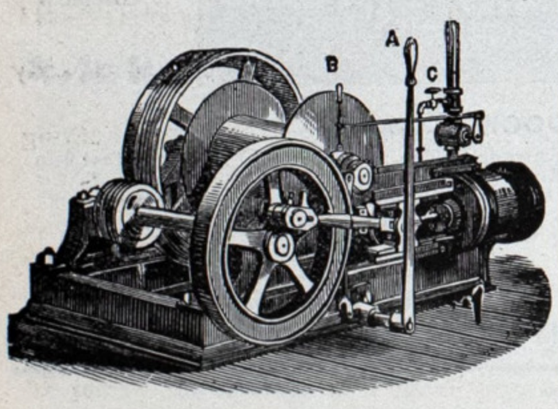

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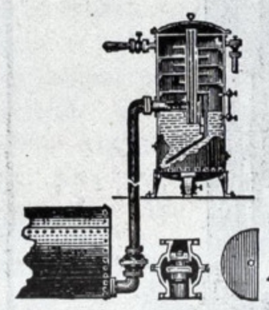

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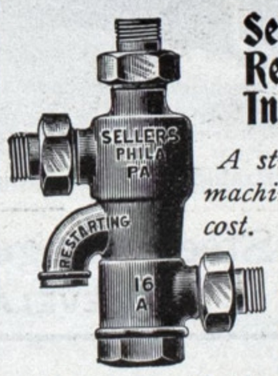

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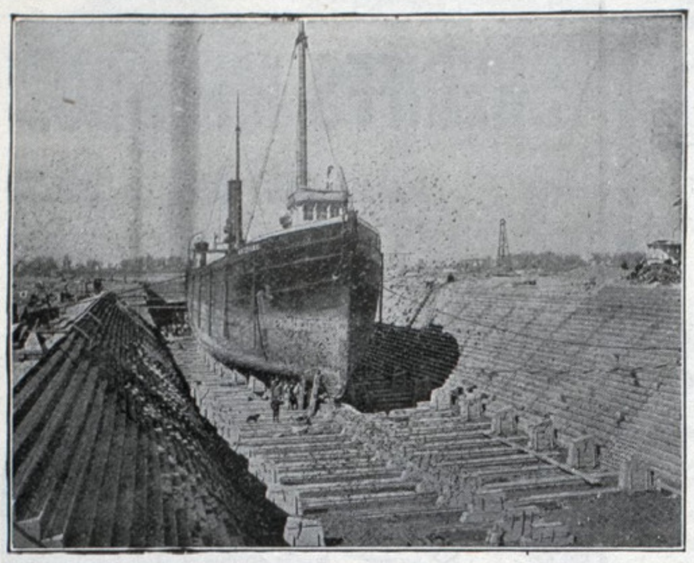

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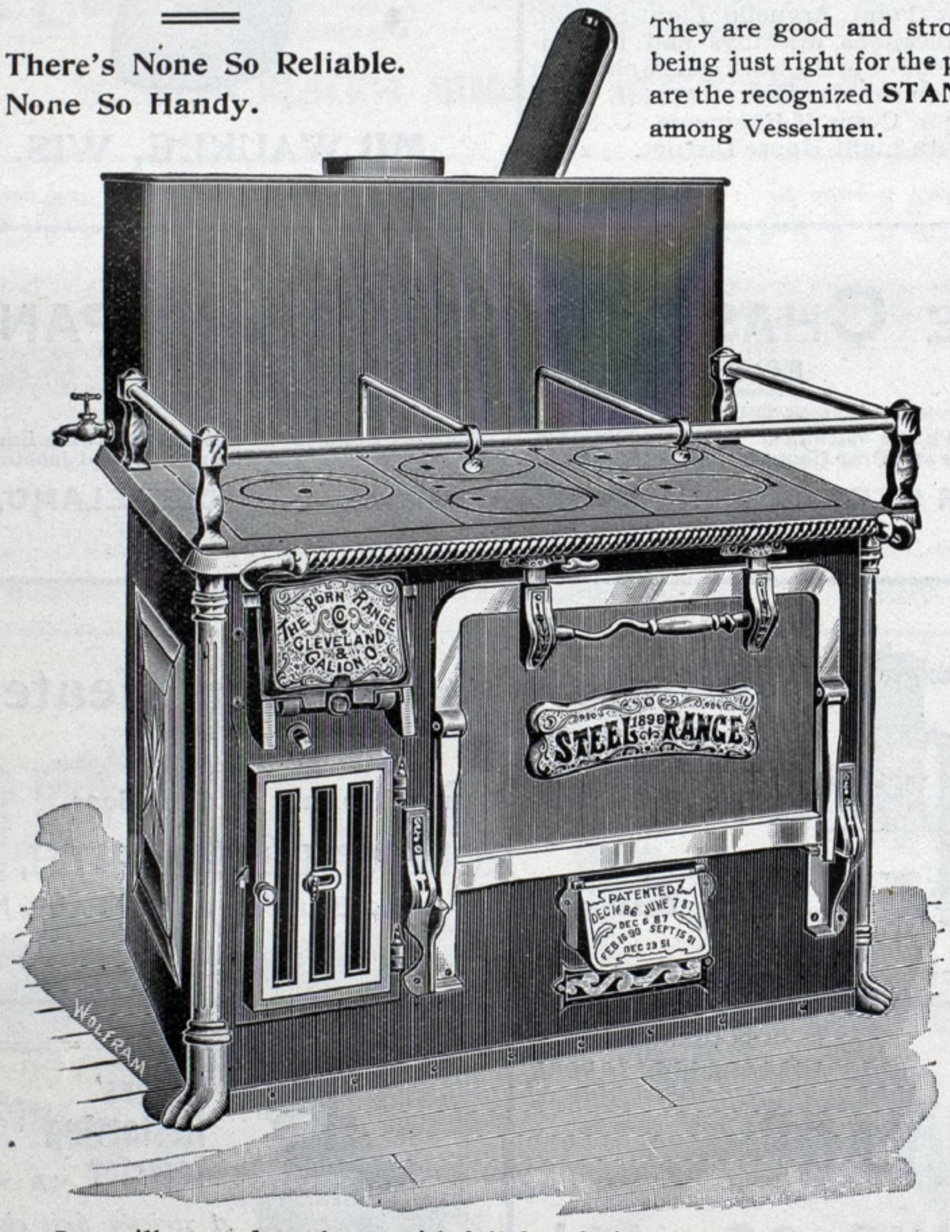

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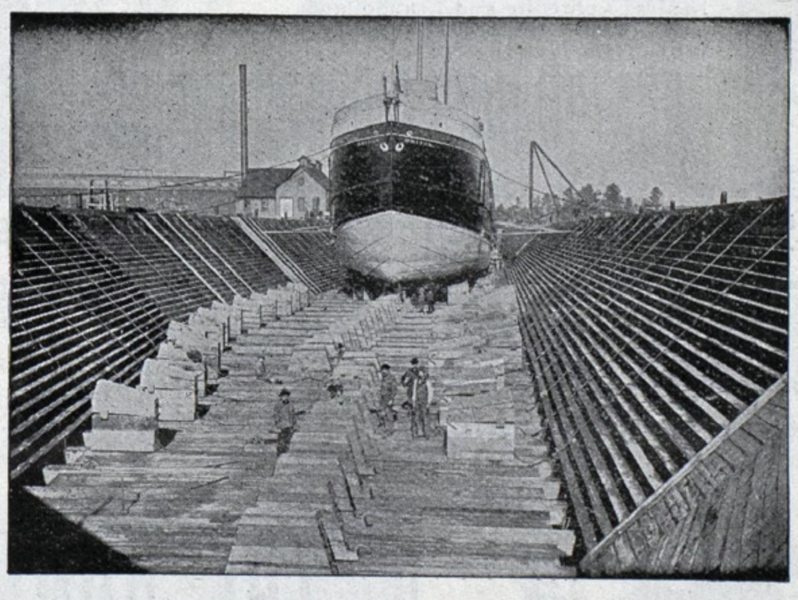

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